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DEATH.

Mr. B. L. Batliwara, Hon. Secretary Zoroastrian Charity Funds, died last evening Funeral at 8 30 this morning, 1st instant.

Hongkong Office: 10A, Drs Vouy Road C LONDON OFFICE: 131, FLEET STREET. EC

Hongkong, August 1st, 1910.

APPARENTLY we have not heard the last

word on Tibet. The quiet and peacefulness

which were reported to prevail in that inhospitable country may have represented a certain degree of truth, but, in view of later events, it is exceedingly probable that such reports were made to discount statements of unrest and trouble which had been percolating through from Tibetan sources When the Danar Lama made his dramatic flight from Lhassa a few months ago, opinion seemed to be divided as to whether he should be regarded as a deposed pontiff or a political refugee, but as the questions involved, though of interest to Great Britain and Russia, were restricted to Chinese political considerations, the Powers con cerned could do nothing more than manifest a lively interest. In deposing the DALAI Lama, China acted within her rights, and it was perhaps only to be expected that having

taken the steps which she did that she would proceed to make her suzerainty more definite than it had ever been before. This has been done with the consent of the two Powers most directly interested. As long as the trading agencies are protected and no hindrance is placed on the trade already established between India and Tibet, Great Britain has practically no concern in the affairs of the country, but when the operations of Chinese have a disquieting effect on the neighbouring countries which look to Great Britain for protection then other considerations are

raised. China has established her sovereignty over Tibet. Will she assert such a claim over Nepal, which has been accustomed to send a quinquennial mission to Peking? It is doubtful, but whatever her policy may be in this region it is evident that she is no longer quiescent. New relations are being established, and that these are not altogether approved by the people concerned need not occasion surprise. Tibetans are bound to feel as irksome the tightening of reins which have litherto been held loosely, and it is only in the nature of things that they a ould avail themselves of whatever opportunities they are afforded of showing that resentment, Some of them have asked to be placed under British protection like their neighbours of Bhutan and Sikkim, but as Great Britain has undertaken not to interfere in the CONDITION is next to internal administration of the country Reports received at Darjeeling three weeks ago stated that the feeling in Tibet against China was growing stronger. fitted Drying Rooms for Maturing Numbers of Chinese were at Lhassa Cigars, and in the Dispensary itself and in the Chumbi Valley, and a section of to send fifty students to the United wayama, Fugensan, and Kunimidake. the same idea is carried out on a lamas was advising the Dalai Lama to leave smaller scale by the installation of Darjeeling and return to Tibet to share the troubles of his countrymen. With such feelings expressed by people whom she Any Cigars purchased from us have regards as her subjects, the Chinese cannot and if the result is to call down upon them military aggression the Tibetans have suggested by the feet that SIR EDWARD GREY had recently to warn China of the LOLITAS - PER BOX OF 50. \$5.50 | inadvisability of increasing her troops in the vicinity of these countries, then Britain may be called upon to interfere. What has happened to bring matters to the present state of high tension is not disclosed by REUTER, but, whatever the cause, it may be doubted if China will risk an incursion of British troops into Tibet at a time when it will most damage her prestige in that part of her Empire.

To-day is August Bank Holiday.

The German Mail of the 30th June was delivered in Lo adon on the 29th inst.

ed in the city on Saturday.

The Hongkong Ice Co., Ltd., has declared an interim dividend of two dellars per share for the half-year ended 50th June, 1910.

Colonel Sir Frederick Lugard, Governor of Hongkong, was received in audience by the if the Chinese fight the Tibetans. King at Marlborough House on July 6th.

At the Magistracy on Saturday a native who was convicted of selling opium wrappings without a licence was ordered to pay a fine of \$1,000.

On Saturday afternoon Mrs. J. M. Atkinson presented the Y.M.C.A. tennis team with the shield and medals which they won in the Competition.

At the meeting of the Sanitary Board tomorrow correspondence will be submitted relative to warning the public against encouraging the breeding of mosquitoes,

His Majesty the King has been pleased to approve the appointment of the Honourable Mr. Henry Keswick to be an unofficial member of the Legislative Council; vice Mr W. J. Gresson, resigned.

A collapse occurred at 146, Bonham Strand on Saturday night, the first floor cook-house falling into the ground floor. The cooks of both floors, who happened to be at we at the time, were slightly injured.

His Majesty the King has been pleased to. approve the appointment of the Honourable Mr. Henry Keswick to be an unofficial member of the Executive Council during the absence on leave of the Honourable Sir Catchick Paul Chater, Kt., C.M.G.

H. E. the Officer Administering the Government has been pleased to recognise, provisionally and pending the receipt of His Majesty's Exequatur, Mr. Algar E. Carleton as Vice and Deputy Consul General of the United States of America in Hongkong.

On Saturday Mr. Olaf Nielsen, the retiring Superintendent in Hongkong of the Great Northern Telegraph Company, left by the s.s. Anhui, on route for Copenhagen, vid Siberia. He received a hearty send-off from a large gathering of friends.

was married, on the 21st July, at Kuling, to Miss L. S. Digby, youngest daughter of the late Mr. W. J. Digby, and of Mrs. Digby, of Most Lodge, Co. Galway, Ireland. The ceremony was performed by Bishop Hanister.

There was a large attendance at the adjourned annual meeting of the Hongkong Philharmonic Society, which was held at the City Hall on Friday evening, and presided over by Commander Basil Taylor. The Chairman announced that it was proposed to start practising in Octoact as conductor in the absence of Mr. Denman Fuller. The piece to be selected was left to the Committee. Mr. Barlow was elected hon, con- donians in connection with ductor of the Society, and a vote of confidence was passed in the committee, who were invested with full powers in the matter of a selection for the forthcoming concert.

ELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.)

FROM THE "CHUNG MGOL SAN PO."

CHINESE NAVAL ORDER FOR

GERMANY.

PEKING, July 31st. The Naval Department has placed an order in Germany for the construction of two cruisers and two torpedo

WU TING FANG.

PEKING, July 31st. The Waiwupu proposes to appoint Wu Ting Fang to act as its adviser.

CHINESE STUDENTS FOR AMERICA.

PEKING, July 31st. The Grand Council has consented

States to go through a course of studies. The list of those who have

NATIVE COLLEGES.

PEKING, July 31st.

It is the intention of the Grand really only themselves to blame. But if Council to establish native colleges in Shantung, Chekiang, Kwangtung and

> REUTER'S BERVICE TO THE "HONGKONG DAILY PRESS."

> > TROUBLE IN TIBET.

London, July 29th.

Reuter's correspondent at Simia stated that two Indian regiments and numerous springs found in this locality the a mountain battery have been ordered to get in readiness to proceed to Tibet owing to turmoil there in consequence any of the others, its temperature being 98 of the movements of Chinese troops.

Meanwhile large supplies have been collected at Gnatong in preparation Another suspected Colowan pirate was arrest- for an advance to protect British trading agencies at Gyangtse, Yatung and Tibet if these places be attacked or endangered.

The troops will be strictly neutral

THE CONSTITUTIONAL CONFERENCE.

LONDON, July 29th.

In the House of Commons to-day Mr. Asquith announced that the Constitutional Conference had held twelve meetings and had made such progress that, although an agreement flight of an ordinary airship will be as nothing and warned them as they valued their lives to had not been reached, all things considered, it would be wrong to break deliberations the Government found there was no prospect of an agreement being reached they would close the Conference.

SPAIN AND THE VATICAN.

London, July 30th.

It is reported from San Sebastian that the Premier, in referring to the dispute with the Vatican, said that Liberalism was playing its last card would proceed undeterred by All depended upon their enjoying the confidence of the Crown.

THE ABSCONDED BANK CASHIER.

TONDON, July 30th.

Wider the cashier of the Russo-Chinese Bank at New York, who ab-The Ven. Archdescon Barnett, of Hongkong, sconded with bonds and securities to the value of over a million dollars, has been arrested in that city, and confessed to the theft.

BULGARIA AND

LONDON, July 30th.

Telegrams from Sofia betoken ber, and Mr. Chapman had kindly consented to growing bitterness owing to the alleged maltreatment of Bulgarian Mucedisarmament of the population carried out by the Turks.

"The Times" Sofia correspondent ALLEGED states that Bulgaria is providing for every eventuality. If diplomacy fails she will mobilise her army.

ROYAL VISIT TO LONDON.

London, July 26th.

The King and Queen made their first progress through London since their accession. They visited London Hospital and the East End. troops or police lined the streets, and their Majesties received a great and constant ovation.

THE CLIMATE OF OBAMA AND UNZEN.

We have received a copy of the report on the climate of Obems and Unsen, summer resorts near Nagasaki, from which we take the following:-Mount Ungen is situated in the centre of Shimabara Peninsula, Minami-takaki-gun, Nagasaki-ken, in Lat. 32 degrees N. and Long. 130 degrees E. Its height is 1,300 metres (4,265.2 feet) above sea level. The mountain is a well-known volcano and has several peaks, the most prominent being Yatake, Takai-

History records that rumbling noises issued from Fugenzan on the 18th day of the first month of the fourth year of Kwansel (1792) and continued until the first day of the fourth month. been selected will be published to-day. several landslides taking place in the interval. On the last-mentioned date there was a terrible eruption. In addition to a great landslip muddy stream flowed down to the sea and teunami (maremoto) or tidal waves followed Many villages in the district of Shimabara were destroyed, the northern half of the coast of Higo Province being more or less affected by the

mountain and also at Obama, on the shore of the See of Chijiwa (the Gulf of Obama). Obama springs are on the beach and the supply of water from them is continuous. There are three principal sources. Funtoyu, Motoyu, and Meiji-Ju are their names. The water is clear and that from Funtoyu ranges in temperature from 98 to

101-degrees (centigrade). Obama is a good place for sea-bathing, the air is pure and rich in ozone and makes it an excellent site for a sanitarium. The other hot aprings are situated on the western slope of the mountain, at a height o about six hundred metres above the sea level their site being well known as Unsen. Of the principals are Jaken-jigoku, Motoyu, Nomiyu, Yenrekiyu, and Kojigoku, from all of which the clear water springs. In addition there is a very active spring near Furnyu, much hotter than law

> NEW AMERICAN AIRSHIP REMARKABLE INVENTION.

Officials of the Universal Aerial Navigation Company, Incorporated, at St. Louis, declare that within a year they will have a ship to carry up to a hundred passengers in a sixty-mile wind and at a speed of 100 miles an hour. The machine is the invention of J.-W. Oman, formerly of San Antonio, Texas. One is under construction in the shops of the inventor at St.

The inventor claims that his machine can start either from land or water, and ascend straight into the air, or can be launched like an aeroplane. The new airship is called a gyroplane, so named from the fact that it is a combination gyroscope, helicopter, and aeroplane. Its promoters say that it can be built any size, from an ordinary seven-passenger touring car to a monster of the air to carry 100 passengers. "A thirty or forty mile an hour breeze would be a help, rather than a hindrance, to our ma-" said the inventor to-day. "We maintain abs to equilibrium in anything short of a cyclone. The usual obstacles that prevent the

to this machine of ours." It is planned to construct machines that will maintain a regular service between cities and States, and even countries. The model of the at present. If after further ship is fitted with four huge propellers, 12ft in diameter, which may be used in turn for driving the machine from the ground or carrying it through the air. The airship has been inspected by Government engineers, and patents have been granted covering almost every feature. It is fitted with two engines, and will be constructed entirely of aluminium and macadamite.

This St. Louis marvel is one of many similar wonders seeking to rival the dream of Jules Verne, described in the American newspapers to-day. In each case the inventors are extremely sanguine.

THE GUILLOTINE IN CHINA.

The first guillotine to be employed in Chins ha arrived at Peking from France. It will be set up inside the new prison, as, according to recent regulations, executions will no longer be public Penalty of death, as laid down in the old code had six degrees :-

Death by torture. Immediate decapitation and exhibition of the Immediate decapitation without exhibition of persuasion.

Decapitation after some months. Immediate hanging, and Hanging after some months.

According to the new code the death penalty

is in four degrees :--Immediate decapitation. Deferred decapitation. Immediate hanging, and Deferred hanging.

LATEST STEAMER MOVEMENTS

The C. & M. str. Zafiro left Manila on the 30th ultimo, and is due here to-day at 3 p.m. The P. & O. S. N. Co.'s str. Devanha left Singapore for this port on the 29th ult., at 4.30 p.m. with the outward English Mails, and is due here on the 3rd inst. at about 6 a.m. The Apear str. Gregory Apear left Moji on

here on or about the 4th inst. The str. Lichia left Singapore for this port on the 29th ult, and may be expected here on or about the 5th inst. The I.G.M. etc. Prins Ludwig, which left here on the 27th ult, at 2 a.m., has arrived at Shanghai on the 29th ultimo, at 3 p.m.

the 30th ultime morning, and may be expected

COLOWAN ISLAND.

POLICE ACTIVITY IN HONGKONG. Since the reported escape of a number of the Colowan pirates the Hongkong Police, especially those stationed on the outskirts of British territory, have kept a sharp lookout for any of the band who might seek a haven of refuge in the Colony. It was known that certain members of the police had "sealed orders," and that they NO were paying mysterious visits to certain parts of the New Territory, but exactly what their object was could not be gleaned, although it was generally connected with the hunting of pirates. Even now, some of the force are supposed to be on the track of escapees from Colowan, and any day may bring news of the arrest of suspected

On Friday night a gang of seven men were captured by Sergeant Gordon at Cheung Chau, and they are now in Victoria Gaol awaiting trial. It appears that the Sergeant and his brother-in-law from Formosa, who is enjoying a holiday at the island Police Station, were strolling along the beach on the night question talking about pirates in general and your permission, adopt the usual custom and the Colowan affair in particular. They had been conversing long on this topic, which present is one of paramount importance in the \$8,235.56 last year, and whilst your directors East, when a lukong interrupted their conver tion and informed the Sergeant that native craft had put into the island. Being a strange vessel, the officer's detective instincts Company gets its fair share of any business were aroused, and the possibility of escaped Colowan pirates seeking a refuge on the island

moved Sergeant Gordon to instant action. Procuring a sampan he pushed off with some of his men to the strange craft, which he Hot springs are found on the slopes of the covered to be an oyster boat. On boarding the vessel he was not long in discovering that all was not as it should be. Of the thirteen men in of \$693.13 carried forward to next account. the boat, some six were imprisoned in the cabin. These it was learned were the original crew. while the seven men at large had pirated the vessel and are said to be escapees from Colowan. In the dusk of the evening it seems that they hoped to land unobserved at Cheung Chan, and to lie low there until the memory of Colowan had faded from the minds of the public and vigilance of the police on Dumb Bell Island made it impossible for anyone to land there unobserved by night or by day, and thus the little band in question ran right into the arms of the

When he discovered the state of affairs on board the Sergeant had the boat pulled alongside the police jet y and the suspects conveyed to the lockup on the island. The fishing boat was then searched and two Mauser rifles, two revolvers and some 200 rounds of ammunition were found, as well as a number belts and bandoliers, A letter was discovered which, if it was possible to interpret it correctly, would probably reveal some valuable information. In fact, it is said to read like one of those arch-criminal effusions in a detective story, and requires the ingenuity of a Sherlock Holmes, to unravel. Here is one passage "Get the money, meet, and return home."

The story of the happenings on this fishing boat was told to the police by one of the boatmen who was found locked up in the cabin. He states that he and his comrades were fishing off Sze Tong, which is opposite Colowan, on the night of the 26th instant. Somewhere about midnight, or shortly afterwards, a sampan glided quietly alongside their vessel, and before they were aware what had happened seven armed men sprang aboard, covered the crew with revolvers. create no disturbance. The crew were then told cartly that if they did not obey orders, and take their visitors where they desired to go, they would be shot. The fishermen had no alternative but to obey, and under instructions from the pirates the sails were hoisted and the vesse. got under way. Island after island was visited. but the voyage was continued until Cheung Chau was reached on Friday night, when the boat's crew were imprisoned in the cabin and the pirates took the vessel into port.

On Saturday morning Sergeant Gordon brought his captives into Hongkong, and they were placed before the Magistrate on charges of carrying arms and ammunition without a permit, and of being in possession of a fishing boat stolen outside the waters of the Colony. Al the defe dants were formally remanded. supposed leader of this band, from whom the police could gain no information, had in his possession a considerable sum of money, and a quantity of jewellery which is believed to have been stolen. Another of the captives is alleged to have admitted coming from Colowan, but said that he had joined the pirates under On the night of this capture Sergeant

Gordon received information that two other strange craft put into Chenng that one of them landed While the police were busy making investigations in connection with the boat seized. the six men who landed on the boarded a village fishing junk, got the crew ashore, and before anyone realised what had taken place hoisted the sails and sailed away in the direction of Aberdeen. When he learned of this, Sergeant Gordon set off in pursuit, but was unable to sight the missing vessel; neither could he, on his return, discover the other strange boat which had entered the harbour.

It would appear that the story of the ringlead. er of the Colowan pirates being in the Colony is not without foundation, for the reports which came from Macao as to his whereabouts are now supplemented by local reports. Last week he was said to have been in hiding on Dumb Bell Island, but to have left that quarter after a few days. Apparently his object is to keep moving from place to place with the Railway.

ides of covering up his tracks. That the police are keen on his capture goes without saying, and if the dreaded Leung is still in the Colony, his chance of eluding the local detectives is not a bright one. In fact, unless he has already left these shores, it may be expected with some degree of confidence that he will be run to earth by the local sleuth hounds, for the whole machinery of the Detective Office is in motion, and its success in more difficult operations than the hunting down of a pirate chief should inspire the public with confidence.

COMPANY MEETING.

WILLIAM POWELL, LIMITED.

The ninth ordinary meeting of shareholders Mesars. William Powell, Ltd., was held at the Company's offices at noon on Saturday. Mr. G. C. Moxon presided, and there were also present: Mesers. H. J. Gedge, H. Percy Smith, E. Mauricio, J. M. Wong and H. Eyre (manager),_

The Manager read the notice calling the

The CHAIRMAN said: Gentlemen, The balance sheet for the year ending 20th June last has been some time in your hands. I will, with take it as read. The balance of proat at credit of working account is \$4,656.67 against regret the decline they do not think that the shareholders need in any way despair as to the future. They are of opinion that the going, and that the poor result of last year's working is due to singularly dull trade and the enormous rent they are now compelled to pay for premises occupied. Of the net profit, \$3,193.21, they propose that \$432.06 be written off for bad and doubtful debts and \$2.087.07 from furniture and fixtures, and the balance It is considered advisable to write down furniture and fixtures to a low figure, as in the move to new premises it is possible these fixtures may not be worth more than present book value. After much consideration and search your Board have secured premises which they think will prove economical and advantageous to your business in point of position, and a lease more particularly from the police. But the will shortly be signed for the building now occupied by Watson's Aerated Water Factory. almost immediately opposite this building. This building is to be put into a thoroughly fit state to suit your needs, and it is hoped will. be ready for occupation next summer after your present lease terminates. This will effect considerable economy, and, given normal trading conditions, there seems to be no reason why this Company should not again pay fair dividends to its shareholders. With regard to the accounts now before you, it is to be noted that the debt to the Company's bankers is slightly larger than last year, but this is more then counterbalanced by the new stock bought. There is still old stock estimated to be worth \$6,000 to be disposed of which it is hoped will be sold during the current year. Every effort is made by your manager to keep up to date in every way, and to obtain for the Company as much business as possible, and so to meet all competition. Since our last meeting Mr Hinds has resigned from the Board and Mr. H. J. Gedge has been invited to take his place, and his election requires your confirmation. Before formally proposing the adoption of the report and accounts now before you, I shall be pleased to answer to the best of my ability any questions that may be put.

No questions were asked, and the CHAIBMAN proposed the adoption of the report and accounts as presented.

Mr. Wong seconded, and the motion was

carried unanimously. The confirmation of the appointment of Mr. Gedge to the directorate, and the re-election of Messrs. Gedge and Moxon, was proposed by Mr.

Wong, seconded by Mr. Evan, and carried. On the motion of Mr. GEDGE, asconded by Mr. MAURICIO, Mr. H. Percy Smith was re-

appointed auditor. The CHAIRMAN-That is all the business. gentlemen. Thank you for your attendance,

TERRIFIC HEAT WAVE.

New York and the East generally is suffering under a terrifle heat-wave, with the thermometer standing at over 90. What makes it more unendurable is the humidity of the atmosphere. Yesterday (July 3rd) people went about the streets with their coats off and fans in their hands. Everyone sought the shady side of the streets, and blessed the sky-scrapers for the dense shadows they made.

Eleven deaths are reported in New York alone from the heat, and in twelve of the largest cities in the country there have been 171 deaths from the same cause during the past three days.

Thousands have escaped from the heated city to the sesside resorts, all of which up and down the coast are crowded, while the mountain haunts are similarly filled.

The worst sufferers, as usual, are the poor in the tenements on the east side of the city, and a large majority of these people last night slept out of doors in the public parks, on recreation piers, thrown open for the purpose, and on their own doorsteps and on balconies.

MILLION DOLLAR TERMINUS AT VANCOUVER.

The ratepayers of Vancouver have voted to give 61 acres of land at False Creek to the Great Northern Railway Company (a United States concern) for passenger and goods terminals. The company will erect station build-

ings to the value of a million dollars. The Canadian Northern Bailway have begun the construction work on their lines which are being built through the Province from Yellowhead Pass to the sea. This system, when completed, will give British Columbia a third trans continental route to the East and to Great Britain. It will also open up much valuable mining and agricultural country.

The contract has been awarded for the buildling of 30 miles of the Kettle River Valley

RANDOM REFLECTIONS.

This is August Bank Holiday, and though Hongkong has few opportunities for its citizana going far from home for the week-end, it is surprising the number who manage to leave the Colony. Yachtsmen are not slow as a rule make the most of such a spell from business. other sportsmen think of turtles and get bitten by mosquitoes, and a big contingent finds its way to Macao, where it enjoys the bracing breezes confines itself to the sensations of fantan.

When the railway opens new holiday experiences will be suggested to most people, and if adequate facilities are provided at Shatin and Taipo, not to speak of the Chinese city of Samchun, there is no reason why there should not be a considerable traffic provided by pleasure parties.

Already the railway looks like business. The temporary carriages are seen on the metals near the ferry wharf, and with the powerful locomotive in front, most people have little-doubt that they will be able to make the journey to the Border very comfortably and in good time. is a pity, though, that the pukka carriages, which are to to of the most approved style, with electric light and conveniences, have not arrived. foreigner, though he knows the latter did not They would have given the opening a better tone tion. What makes it more extraordinary is that Gatun, where the great dam is being con. The dam to the westward will be of earth, about than it is likely to have in the circumstances.

I see it is reported that it is now definitely decided to have the terminus of the railway Hunghom instead of at Kowloon Point as of the gentleman whose name it beers. We nearly the gamut of life, from engineers of all originally contemplated. There must be good reasons for the change, though I should have thought that, other things being equal, the shortness of the distance between Victoria and the mainland would have been a desideratum. Speculators in land will not appreciate the change. Some of them will now begin to count their losses.

the peninsula, reminds me that it has been sucgested that in view of the great development | the interviewer and Mr. Fardel's name attached which future years is expected to witness it to it, he being represented as making a severe 500 rooms, where one can close one's eves and would not be amiss for the Government to consider the advisability of creating a European reservation. The principle has already been adopted in the Colony, and its extension to Kowloon or further affeld should not be beyond the powers of the Government. If action is t be taken in this direction it should not be delayed, as it is not at all unlikely that Hunghom | it should take up and investigate such cases as and Yaumati will meet and make the building of European houses in the present residential locality an impossibility.

The local newspaper which had it on excellent authority that Commodore Wu refused to be interviewed while in Hongkong must have felt sorry for itself when that personage wrote to the Daily Press explaining what he did say to the representative of that journal. It may be, of ! course, that the Commodore did not realise that he was being interviewed when being plied with questions by the pressman.

kong - teetotal and otherwise - but the latest had been madified. Several debenture-holders is likely to make some of our good people feel rather nervous. A lady on the Peak was awakened the other night by hearing a certain rustling noise. She did not rouse her husband, ture holders to consider the proposals. Subsebut got up herself to ascertain the cause. She saw nothing and returned to bed. Next morning, after her husband had loft, she was surprised to notice a snake coiled round the soiled linen basket. Needless to say, its life was not a long one.

It is pleasing to observe that it was not apathy which affected members of the local Philharmonic · Society, and caused the annual meeting which was summoned the week before last to lapse for want of a quorum. This fact is borne out by the large attendance of members who assembled last Friday and passed a vote of confidence in their committee, who are empowered to select a piece for the forthcoming concert. The "forthcoming on naval matters. concert " sounds like business, and is proof that the soul of music is not yet dead in Hongkong. Success to the Philharmonic Society.

The sensation of the week has been the capture of a number of alleged Colowan pirates in Hongkong. Since the news of escapes from the Portuguese island the local police have been remarkably active, and although they have been reticent in imparting information, they have shown that few pirates may expect to remain in seclusion here. Armed detectives have been making mysterious journeys into outlandish parts of the New Territory, and although Press representatives have been aware of the fact. they have been unable to gain much information concerning these trips.

A supposed chief of this band of outlaws is now in Victoria Gaol, as well as eight others who are believed to be pirates. Then the supreme head of the desperadoes is supposed to be sides against the latter Power. in the Colony, and the police are leaving no stone unturned in their efforts to hunt him down. If the same activity prevails in China, the much wanted Loung should not have a long lease of liberty or life.

That the promonade concerts which are to be held in the Public Gardens are not going to prove the failure at first feared was evident by the much larger attendance which assembled last Wednesday night. The first concert was a killing frost, but the second was in every sense of the words success. The night was ideal, and the boautiful music of the band of the Buffs could not fail to please in such pleasant surroundings. His Excellency Sir Heary May to the Far East, and that, even if it did, and if and a party from Government House were present, as well as the General Officer Commanding and suite.

RODERICK RANDOM.

ETHICS OF JAPANESE JOURNALISM

EXPOSURE BY A FOREIGN RESIDENT.

The following letter sppears in the Japan Chronicle:-Sir, -In an article in your issue of the 10th instant I am mentioned as having contributed to the Toyo Jiron an article headed "Social Morals and Rising Generation." in the course of which reference is made to Baron Goto and

the carriage incident. The article referred to was indeed published in the Toyo Jiron and my name was tacked to it. Allow me to state that I did not write or contribute it, that I am ignorant of its contents beyond what has appeared in your columns, and that I disclaim all responsibility for it-Yours faithfully,

H. L. FARDEL. Tokyo, July 14th. 1910.

Commenting on this, the Chronick says :-L. Fardel was attached, in which Baron Goto was severely criticised in connection with the well-known carriage incident, and to a lengthy letter in another column from Mr. Fardel, stating that he did not write the article and that. he is not responsible for it in any way. This case affords an excellent example of the methods of the Press in this country. The Toyo Jiron vet its Editor does not hesitate to insert en as the latter was leaving his house, on the subject brief was the interview that it took place in the was impossible for Mr. Fardel's visitor to take in the newspapers, the article is composed by Press Association, but we would suggest to that body that if it really desires to do something to raise the standing of journalism in this country, this. At any rate foreigners in general would do well to give a wide berth to the Japanese interviewer, for this case does not by may means

ELECTRIC TRACTION COMPANY OF-HONGKONG.

A meeting of debenture-holders was held on July 6th at the offices, St. Swithin's-lane, to consider extraordinary resolutions approving the proposed appointment by the United Exploration Company (Limited) (incorporated in 1895) of the United Exploration Company (Limited) (incorporated in 1909) as trustees, and sanctioning certain modifications of the provisions of the trust deed. Mr. Edmund Davis, who presided, moved the resolutions, and Snake stories are common enough in Hong. explained that the directors' original proposals present intimated that their objections had been party met, and it was finally decided that the meeting should be adjourned until 12.15 p.m. on Friday to give an opportunity to the debenquently the ordinary general meeting was held, and the report was formally adopted. A resolution was passed extending the directors powers of borrowing to the sum of £10,000 beyond the amount of the outstanding issue of £195.000 debentures secured by the trust decd dated July 1, 1903. An extraordinary general meeting was afterwards held, at which it was resolved to change the name of the company to the "Hong kong Tramway Company (Limited)," and to reduce the capital to £81,250.

ENGLAND AND THE NEW AGREEMENT.

The significance of the Russo-Japanese Agreement is discussed in a three-column lead ing article in the Agrarian Deutsche Tageszeitu q by Count Boventlow, the well-known writer

This Agreement, says, Count Reventlow. comes neither unexpectedly nor as a surprise. After the war of 1866 Bismarck remarked to an Austrian statesman that the relations of Prussia with Austria must become much better or much werse, and, according to Count Reventlow, Japan and Russia were in a similar position after their war. Japan must either have fought a second war with Russia in order to ensure the quiet possession of what she had attained and to have a free hand in the East, or there must have been a rapprochement between the two countries. That the latter alternative was preferable was. Count Reventlew continues, evident, especially as after the Peace of Portsmouth Japan came to regard the United States as her opponent of the

Count Reventlow is convinced that the conclusion of friendship between Japan and Russia means the loosening of the bonds at present uniting England and Japan. It is clear enough, he contends, that both Japan and Russia are at one in their desire to counteract or combat American influence, and also that the Anglo-Japanese Treaty is valueless to Japan in the event of the practically inevitable conflict with the United States for England will not take

Important, however, as are the changes augured by the Russo-Japanese Agreement Count Reventlow does not believe that there is any foundation for the suggestions made by various German newspapers that a German. Austrian-Turkish-Japanese League is in contemplation, still less that England will join issue with the United States against Japan. The prime concern of the German Empire, he states, is to keep her hands free. Her interest in the Far East is centred in the maintenance of the "open door"; Japan has not hitherto attempted to frustrate German commercial enterprise, and there is as little reason for Germany to engage in a crusade against the Yellow race as there is

for her to join with it against the United States. Germany, says Count Reventicw, in conclusion, must not forget that she is a Continental Power : that the arm of her Fleet does not read she participated in events there, she would only pluck the chestnuts out of the fire for someone else and weaken herself. Germany's motto must

PANAMA CANAL.

OFFICIAL DATE OF OPENING

After an absence of thirty-four years, I have just terminated a very pleasant visit to the Isthmus of Panama. What changes one finds insuch a period of absence from any spot! But the changes in this interesting place are beyond

Landing at Colon, instead of the small strip of railway, which formerly was scarcely more than two streaks of rust running out through the swamp, I now found the bustle and noisy activity of a large railroad centre, surrounded by engine-houses, repair shops, spacious offices, where the merry tick of the typewriter was only interrupted by the sissing of the wireless machines; quartermaster's offices and warehouses, filled with all kinds of materials, ranging from a needle to a five-ton anchor. Also commissary departments, with every provision "In a recent issue we referred to an article requisite to feed the vast army of some 39,000 in the Toyo Jiron, to which the name of Mr. H. | souls, who constitute the notual pay-roll of the Isthmus Canal Commission.

Like ants, they are digging and delving at mountain and ditch, and by their aggregate reply made by Baron Goto. We now insert a efforts conquering this seemingly impossible task. In the same sense, through ut my trip across the Isthmus to Panama, in place of the former dilapidated shacks, overgrown and surrounded with tropical vegetation, I now found commodique stations, with paper-stands bearing is a magazine of comparatively high standing, the latest papers and magazines, and all the accommodations one is accustomed to find in article as a contribution from a well-known large modern cities. Many of these settlements contain the population of towns, ranging from write it or have anything to do with its composi- 3,000 to 12,500 inhabitants, as is the number at this article was avowedly written with the object | structed to control the waters of the Chagres of showing the low state of the morals of the ris. River, and the locks of the Atlantic division ing generation. Apparently the Editor saw noth- are being built. Ample provision has been made ing wrong or immoral in printing anarticle which | for the care and accommodation of the formidin no sense could be described as the contribution | able army of workers, whose occupations cover understand that the origin of the article was an kinds, doctors, nurses, clerical forces, steaminterview of a few minutes which the Editor of shovel artists (as they are facetiously called). the journal had with Mr. Fardel one evening, down to the labourers, who are principally Jamaican negroes, with an intermingling of of the morality of the rising generation. So Italians, Spanish, and a few East Indians, the latter, like the Chinese, being occupied only in garden in the open air, and as it was dusk it tradin. Well-built houses, with ample corridors, all screened in, good sewerage, and perfect any notes. Yet on the basis of a few remarks water supply are to be found at every point, as made by Mr. Fardel that what was needed was | well as churches. Roman Catholic and Episnot so much the teaching of morality as its copalian, &c., till one reaches Panama, where Speaking of the railway and its possibilities in practice by persons holding authority, and a the principal hospital system is maintained. reference to various matters of public comment | Fine residences are built in beautifully-laid-out grounds, good roads radiate in every direction. and an hotel has been constructed with some criticism of a well-known Minister. To imagine oneself at the Hotel del Monte, at foreigners such conduct on the part of a Monterey. Cal., or any first-class modern journalist seems to be not very sempulous, if we carnyanserai. The service is excellent and well. At a point 42 1-3ft above the top of the middle may use this phrase without being hated before kept up, and is maintained by the Subsistence culvert, this wall will divide into two parts. the Courts. We do not know if the Editor of Department of the Canal Commission. The the Toyo Jiron is a member of the International prices are reasonable, ranging from \$5 per day, which includes ample service, bathing, &c., and excellent table, and I can cheerfully recommend at the top, will be a tunnel divided into three to any traveller this beautiful spot. Situated as it is on Ancon Hill, it has a superb view of be for drainage, the middle for the wires that Panama Bay, which, on moonlights, is unsurpassed. As a tropical institution, I can only compare it to what one finds at the hotels of

ENGINEERING TRIUMPH.

As an engineering feat, the Panama Canal must and will stand first in the " orld's history. I have seen the Great Penusylvania and New York tunnels which cross the Hudson and East rivers of New York, and watched the harnessing of the waters of Niagara Falls, and the building of the Sault Soo and Wellard looks: I have passed through the impressive monotony of the Sker Canal, and inspected the great works of your London firm, S. Pearson & Sons (of which Sir Weetman Pearson, just raised to the peerage, is the head), viz, the port works at Dover, Colombo, Vera Cvaz, Contracoalcos, and Salina Cruz, and the vast drainage works of Mexico. All these triumphs of engineering were colossal tasks, but in none of these great instances is the mind so impressed, as it is in the case of the Panama Canal, with the "immensity of the undertaking," and thoroughness and completeness of the organisation necessitated in its consummation from the smallest detail to the largest. The commissary department sup-

COUPONS-NOT CASH.

The system that is in force for the employes, anything for eash. Occupants of houses are given their house, furniture, chine, in everything but plate and linen. Electric light and distilled water, and many other necessities are delivered free. Ice, a serious and essential item in the tropics, is delivered at 40c per 100lb. and at this figure is cheaper than in New York. Incinerating plants exist in all the towns, and garbage is collected and burned daily. Wee beto the householder whose domestic economy is untidy. A weekly inspection is made by the quartermaster's department to see what repairs and replenishments may be required and no neglect is allowed as to the upkeep of property. Indeed, the repair shops and round houses have a busy time in these respects, and also with the enormous amount of work entailed by mending of dredges and steam shoyels, and the keeping in order of locomotives in a climate where the least neglect involves corresion and uselessness in a short time. Too much praise cannot be given to this portion of the comp

On all sides the most careful and scrupulous cleanliness is shown in the care of the equipment tools, machinery, roads, homes, and multifarious property. And no less care is displayed for the comfort of the workers under the watchful guidance of Colonel Gorgas, who, in Havanna and Santisgo de Cuha, after the American occupation, cleaned their streets of filth and their air of mosquitos, and then came hither to carry on his good work when the canal zone became the property of the United States Government.

MOSQUITO EXTERMINATED. alto, other inadequate to bestow the praise that is due to this latter department. Instead of a mosquito-ridden swamp, one now sees on all sides beautiful residences in picturesque gardens, and during the nineteen days which I spent on the isthmus I did not once hear or feel entrancing buzz or presence of a mosquito. veritable inferno has been chanced into with their wives and families in peace and com-

fort; with churches and schools, medical attendance of the best kind free, and good living and good wages. Many admit that they were never so well off in their lives, and look forward with regret to the time when the work shall be finished, and they are forced to seek new homes, new occupations, and, perchance, less kindly

The administration buildings and main offices. and the residences of the engineers and staff are situated at Culebra, some twelve miles from Panama, on the highest point of the isthmus, where the great "Culebra Cut," nine miles in length, is being made through Gold Hill. It estimated that from ninety to ninety-five million cubic yards of rock and earth must be carved out of this mountain to complete this cut. Over thirty-five million cubic yards have already been carried away, and faith and labour are fast moving the rest of this obstructing mountain.

Dam and spillway, and the locks on the Atlantic | Cost of ditto side, which will form the Gatun Lake by im- | Canal zone area owned by United pounding the waters of the Chagres River. It, will be approximately one and a half miles long. French buildings, number acquired ... by half a mile wide, with an elevation of 115ft | French buildings, number used ... above main sea level. The water level of Gatun Lake extends through Culebra Cut, and will be maintained at the south end by an earth dam connecting the locks at Pedro Miguel with the high ground to the westward. This dam will be about 1,700ft long, with its crest at an elevation 105ft above mean tide. A small lake between the locks at Pedro Miguel and Miraflores will be formed by dams connecting the walls of Miraflores looks with high ground on either side. 2,700ft long, having its crost about 15ft above the water in Mirnflores Lake. The east dan will be of concrete, about 500ft long, and will form a spillway for Miraflores Lake, with crest gates similar to those at the spillway of Gatun

in duplicate: three pairs in flights at Gatun, Atlantic division, with a combined lift of 85ft; lift of 30 1.3ft; and two pairs at Miraflores, Pacific division, with a combined lift of 54 2-3ft same—a usable length of 1,000ft, and a neable width of 110ft. Each look will be a chamber wide at the top.

The middle wall will be 60ft wide, approximately 81ft high, and each face will be vertical, leaving a space down the centre much like the letter U, which will be 19ft wide at the bottom. In this centre space, which will be 44ft wide storeys, or galleries. The lowest gallery will will carry the electric current to operate the gate and valve machinery, which will be installed in the centre wall; and the upper will be a passage-way for the operators. The lock chambers will be filled and emptied through lateral culverts in the floors, connecting with main culverts, 18ft in diameter, in the walls, the water flowing in and out by gravity.

The look gates will be stout structures 7ft thick, 65ft long, and from 47ft to 82ft high. New York City, but of a sturdier type, suitable They will weigh from 300 to 600 tons each. Ninety-two leaves will be required for the entire canal, the total weighing 57,000 tons. so fixed as to divide the locks into chambers will provent any hostile fleet from reaching the 600ft and 400ft long respectively. Ninety-five locks and dams at Miraflores. A like provision per cent, of the vessels navigating the high will also be made on the Atlantic or Colon side only 62 inches high and 5 inches square, made seas are less than 600ft long. In the construct to protect the Gatun Dam and locks. tion of the locks, it is estimated that there will used approximately 4,500,000 cubic yards of concrete, requiring about the same number of barrels of cement.

ELECTRICAL TOWING.

No vessel will be permitted to enter or pass where hundreds, and even thousands, were plies every item of food and household requisite | through the locks under its own power. Elec- swept off by small-pox; Chagres fever, yellow at a cost to employes far less than would be paid tricity will be used to tow all vessels into and fever, and pernicious anaemia, they came, in New York or Chicago, and everything is of through the locks, and to operate all gates and and the few devoted survivors are here still. the best. At the various stations of the canal I valves, power being generated by water tur- Those who have taken vacations to northern have eaten chicken and porter-house steak far bines from the head created by Gatun Lake, lands come back looking well, but those better than I could procure at a club or hotel in The time required to pass a vessel through all | who have remained constant show th either of the afore-mentioned cities, and at | the locks is estimated at three hours; one hour | pallor and wasting away, due to a system ridiculously small market prices. In this con- and a half in the three locks at Gatun, and about charged with malaria. Such stories they tel nection the following quotations from the the same time in the three locks on the Pacific of the early days before sanitary precautions "Canal Record." the official gazette, may not be | side. The time of passage of a vessel through | and rules were enforced! One charming young without interest: Chickens, large reasting, the entire canal is estimated as ranging from lady with whom I conversed left Brooklyn, hav-\$1.50 equals 6s; mutton, 19c equals 91d per lb; ten to twelve hours, according to the size of the ing just graduated as a nurse—a pretty, refined porter-house steaks, 2'c equals 10th per lb. All ship and the rate of speed at which it can girl. Her first work placed her in charge of a these provisions are brought down from the travel. The total cost of the canal (including | ward of forty negro small-pox patients, with North, and kept in coal storage, and only the the appropriation of 1910, viz., \$33,638,000 only an adjoining tent to sleep in. Many simi best qualities are brought, but in such immense nearly £7,000,000) will be about 421 million lar instances could be repeated, and it is only quantities that they can be sold under wholesale | pounds sterling. The subsistence department, to the untiring constancy of these ministering i.e., commissary and hotel, does a business of angels that numberless poor fellows have lived about \$7,000,000 pers annum. It feeds, clothes, to tell the tale. The respect and love that is and provides with necessities, approximately shown for the whole medical forces, doctors, 50,000 people, and is self-sustainin. It runs nurses, and orderlies, are witnesses of the good who slone have the use of the commissary, is eighteen hotels for "white-gold" employes, work they have done and are doing. the coupon plan, and it is impossible to obtain where meals are served at 30c; eighteen messes for European labourers who pay 40c per ration | completely around, and, apparently, the sun rises of three meals; and seventeen kitchens for West in what should be the west and sets in what Indian labourers, who are charged 30c per ra- should be the east. This is explained by the is everywhere, and fuel supplied for cooking, tion of three meals. The department operates fact that Panama faces south and east, and that successfully a cold storage and ice-making it is in reality to the east longitude of Colon on plant, bakery, coffee roaster, ice-cream factory, the Atlantic side, thus producing the peculiar and similar plants at Gristobel. Every morning illusion, as one supposes that all the Pacific a supply train distributes ice and foedstuffs | coast looks due west. A careful study of a chart to the various towns along the line, the perial. | will show the situation as it is, and that the able goods being conveyed in refrigerated cars. | canal runs almost north and south. Communi No liquors are sold by the department, Any person or family needing them can procure the Hamburg-American Packet Company them from Panama or Colon.

The spiritual welfare of the Protestant battalions of this great army of workers is attendof Hempstead, Long Island), who is in charge cese of the Bishop of Panama, who maintains churches and schools at at all points.

Y.M C.A. buildings, with gymnasiums, pool and billiard tables, exist at all towns; and amateur theatricals, dances, and negro minstrel shows are frequently given in a creditable manner, while baseball and football clubs carry on a lively rivalry from town to town. Convicts and prisoners (of which there are quite a number,

CANAL STATISTICS. Length from deep water to deep water 503 miles. Length on land 405 miles Bottom width of channel maximum

Bottom width of channel (maximum 9 miles, Culebra out Locks in pairs Locks, usable length Locks, usable width. Gatun Lake, area ... 164 sq. miles. Gatun Lake, channel depth ...

Excavating, estimated total 174,666,594 c. yards. Excavating, amount accomplished to April 1, 1910 103,205,666 c, yarde Excavating, done by French 74,146,960 c. yards. Excavating, done by French 29,908,000 o. yards useful to present canal Concrete, total estimate for

5,000,000 c. yards canal Time of transit through completed Time of passage through locks-The principal points of interest are the Galun | Relocation of Parama R.R. length 462 miles.

States, about 322 sq. miles French buildings, not value when

Value of utilised French equipment Canal force actually now ut work about 39,000 Canal force (Americans), about Cost of canal, estimated ... Work begun by Americans

Date of completion FIVE YEARS HENCE.

me is questioned by many, principally by the transcentinental railroad interests, who would give a great deal to provent or delay the undertaking. And while it would appear to a casual observer that the work has barely commenced, vet I am assured that there is not a doubt in the minds of the engineers that, barring accidents There will be twelve locks in the canal, all or some great calamity, the work will be finished at the date set for its opening, other day for fifty-seven lots from the collection January, 1915. At the Gatun Dam I am of the late Baron Schroeder. No such collection one pair at Pedro Miguel, Pacific division, with informed by those well posted in the true facts has come under the hammer for the last twentythat the work is six months ahead of the five years. The sale-room was crowded, and estimated time, and these happy conditions are among many well-known collectors was Mr. at main tide. The dimensions of all are the repeated at other points. Certain it is that Alfred de Rothschild. Almost all the bidding under the able management and direction of however, was by leading art dealers, who offered Colonel Gorthals, United States Engineering 21.000 as nonchalantly as if it was pence insteadwith walls and floor of concrete, and water-tight | Corps, who has been in full charge since the of pounds. gates. The side walls will be 45ft to 50ft wide work passed from the civil administration to

> task to a successful consummation. The government of the Zone is by judges where the situation requires special rulings. The Isthmus is policed by mounted men principally selected from the United States Cavairy, and they are a fine-looking body. A certain number of coloured police assist as patrol men.

The many stables and dairies established throughout the Isthmus are kept scrupulously clean, and the lorses I have seen ridden by the police are as those used by the traffic squad of

to the climate. In addition to the above statistics some | \$14,000,000 has recently been appropriated by Intermediate gates will be used in the locks, in | Congress for fortifications, principally on the order to save water and time, if desired, in islands of Taboga, Flamingo, and Naos, lying passing small vessels through, the gates being at the entrance of the Bay of Panama, which

NOBLE DOCTORS AND NURSES.

I cannot close this article without paying tribute to the many young doctors and nurses who so nobly risked their lives to come here i the first taking hold by the Americans. In face of the enormous death-rate in the French camps,

Arriving in Panama, one finds oneself turned cation from the United States is to be had by steamers (Atlas service), the Panama R. H Company's service, and the United Fruit Company's steamers.

The last named company, which has spent millions in the banana industry, and has acquired to by the Very Rev. Archdescon Bryan (late | ed nearly all the country from Belize down, has out on an excellent service from New York and of the diocese, assisted by his corps of curates, New Orleans. Up-'o-date, 5,000-ton twin screw schoolmasters, and laymen. The Reman Cath- | steamers, built at Glasgow and Belfast, run olic portion of the zone comes under the dio- regularly, and the accommodation is perfect; large, airy state-rooms, with electric light and fans, equipped with the latest inventions and ventilation: Not an odour of fruit can one smell although there may be stowed away in the holds some 50,000 bunches of bananas, as well as pineapples, cocoanuts, and other fruit.

RUBBER AND GOLD. Once the Canal is opened this company will be the first to profit by it, for it is acquiring principally coloured) are better cared for than lands on the Isthmus and around Panama, and in any prison I have seen in America or Eng- in the United States of Columbia suitable for land. They are kept at Culebra, and employed the cultivation of bananas, rubber, cocon, and all in making roads. Their quarters are clean, tropical growths. I predict for this port of light, cool, and airy, with electric light, fans, Balbon (Panama) an immense future. It wil Knowing the isthmus as it was. I find words and cold showers ad libitum and hardly any resemble Port Said as a port with a similar restrictions as to intercourse with one another: cosmopolitan population, but the valuable lands They enjoy good, clean, wholesome food, and in the neighbourhood, which are fast being acplently of it, and with the sole exception of the quired by foreign capital for the planting of restraint, are far better off than many families | rubber, &o., will make the port one of export as living in the slums of our great cities. To give | well as of mere transit business. Several buyers a broad idea of the immensity of this undertak- are on the ground. One gentleman has acquired ing, and the many and complex cares involved an island on the coast of Columbia, where there in making this waterway across the Panama are large quantities of wild rubber, timber, be, her position in Europe first and everything paradise, where white men can work and live isthmus, I append a few statistics gleaned from hardwoods, pearl fisheries, and valuable gold the report of the Canal Commission for 1910: mines. In addition, he holds, on the mainland,

the titles to an enermous acroage of timber. forest, and rubber, and a company has been formed in London to exploit and work the same. Fortunes are to be made in the gold mines with which the mountains and rivers are filled, and within the next decade we shall witness further changes in the career and history of this wonderful strip of land so soon to be out through, and thus unite the waters of the two greatest oceans of the world.

I am indebted to Archdeacon Bryan and to various gentlemen at Culebra for their courteous information, and the data acquired, and especially to a dear friend, the doctor in charge of the hospital at that place, who so kindly assisted me with introductions whereby I could gain reliable information. Nor am I less beholden to Mrs. Kefauver, his noble wife sand companion in his arduous duties, who entertained mo at their charming home; and I lookforward to returning some day and revisiting Culebra, and renewing-many friendships that date from former times.

We have had a pleasant, smooth trip across the Carribean Sea, and as I am finishin this letter we are entering the jetties which form the mouth of the great Mississippi. At daylight we shall reach the wharf at New Orleans, making the voyage from Colon, 1,340 miles, in under four and one-half days, some twelve to thirteen knots per hour.

I have enjoyed every minute of my visit, and I wish that others could avail themselves of this pleasure trip, especially in the winter. Some day a new Monte Carlo will be established on one of the islands adjacent to Panama, and people will flock thither in crowds and fashionable plumage gay enough to make the humning Whether the great task will be completed in birds jealous.-W. H. Magee in the Daily

£10,000 FOR A CUP.

REMARKABLE SALE OF PORCELAIN.

Nearly £70,000 was realised in a little less than two hours at Messrs. Christie's rooms the

As an instance of profitable art collecting. at the surface of the floor. They will be per- that of the war department, and provided that this sale stands almost unrivalled. Nine lots pendicular on the face, and will narrow from a the appropriations are continued by Congress, showed a profit of nearly £21,000. But the point 24 1-3ft above the floor until they are 8ft | the work will be ready at the date set by him. famous Gabittas biberon, which sold at Christie's Too much credit cannot be given to this five years ago for £16.275, realised only indomitable master-mind, nor to the able staff £10,000. A biberon is a drinking cup resembling, that he has drawn around him, for the gigantic in the shape of the bowl, a feeding-bettle. It is feat so well accomplished to date. If allowed a superb example of German-sixteenth-century by fate, which in this case may be taken as art work, carved of rock crystal and mounted synonymous with the appropriation committee with gold. But it was 'only after considerable of Congress, he will undoubtedly carry the coaxing that the nuctioneer could induce Mr. Charles Wertheimer to raise his bid to £10,000. though he was prepared to give £16,000 in 1905. appointed by the United States, and the code of Then its history was unknown, but recently the the United States is followed, except in cases | maker and the whole pedigree of the cup have been discovered

Two sets of three Sèvres vases each made 9.000gs.. very much in excess of the sum paid for them. The first set, sold at Lord Dudley's sale in 1886 for 2,650gs., yesterday aroused an opening bid of 5,000cs., and only after a very spirited contest with several of the leading dealers were Messrs. Duveen able to secure it The other set, sold at the Lyne Stephens sale in 1895 for 5,000gs., caused a more lengthy contest. The price rose by 100-guinea bids from 7,000gs., Mr. Charles Wortheimer competing with a private buyer.

Early in the sale a pair of Kien-Lung vases, sold at Lord Revelstoke's sale in 1893 for 1.000gs., realised 2.400gs. A small Sevres tea service of nine pieces realised £3,000. three times the price paid at the Dudley sale in 1886. A pair of Sevres orange tube, though 5.100gs; and a pair of Sevres jardinières, 5 inches high and 91 inches wide, 2,000gs. Two other Sevres jardinières, sold at the Dudley sale for £1,360, made 4, 200gs.; a pair of tulip-shaped vases, sold with Lord Chesham's collection in the same year for £920, made 3,400gs; and a small Sevres tea service, sold in 1906 for 62048. yesterdny reached 1,000 ss.

LORD CREWE ON THE CROWN COLONIES.

A dinner of the Corona Club, membership of which is restricted to officials of the Colonial Office and of the Crown, was held on July 7th at the Hotel Cecil. Lord Crewe, the Colonial Secretary, presided, and among those present were Colonel Seely, M.P., Sir F. D. Lugard Sir W. Egerton, Sir Cecil Clementi Smith, Sir F. Hopwood, Sir M. Nathan, Sir J. W. Bonser, General Sir R. Biddulph, Sir M. F. Ommannev. Sir Frank Swettenham, Sir J. S. Hay. Sir F. Floming, Mr. R. L. Antrobus, Colonel Sir F. Cardew, Sir A. Sharpe, Sir E. M. Merewether, Sir W. Wallace, Sir D. Morris, Sir H. F. Wilson, Sir W. A. Beill e-Hamilton, Bir C. P. Lucas, Sir R. B. Llewelyn, Mr. G. V. Fiddes. Mr. H. Bertram Fox, Brigadier-General P. S. Wilkinson, and Mr. F. G. A. Butler.

The Chairman, in proposing "Prosperity to the Corona Club," said that the past year in the Crown Colonies side of the Colonial Office had been a period of inquiry into all manner of things. They were still inquiring into the trade relations between Canada and the West Indies under the chairmanship of Lord Balfour. who was assisted for the first time in a Royal Commission of the kind-which was in itself a remarkable fact - by two distinguished members of the tanadian Government. Then there was the inquiry ably conducted by Sir Frank Swettenham into the affairs of Mauritius, and the inquiry, presided over by Lord Sanderson. into the conditions of Indian immigration into the Crown Colonies. They had with them that evening two distinguished Governors home on leave -Sir Frederick Lugard and Sir Walter Egerton. (Cheers.) Sir Frederick Lugard since they last saw him was able to congratulate himself on the foundation of the Hongkong University. Sir Walter Egerton was to be congratulated in the progress which was being made with his great herbour at Lagos, one of the most important enterprises of the kind in the world. Looking round the Empire at large he thought that they might discern, generally speaking, evidences of real prosperity. He regretted that there existed in the Service some uneasiness, so far as the question of promotion was concerned, owing to the large and, he was afraid, increasing disproportion between the number of places in the lower grades of the service and those in the higher grade. That was a difficult matter to remedy and one which was not likely to decrease, but it was one to which he gave all the personal attention he could, knowing, as he did, that it so closely affected the careers of those with whom he was proud to be associated. He stated that the membership of the Club now numbered 1.640. an increase of 80 during the last year. (Cheers).

OPIUM PRICES AT BOMBAY.

Three thousand three hundred chests of opium on July 6th realized an average of Rs. 2,062 (£137 10s.), as compared with Rs. 2,177 in June, Rs. 3,082 in May, and Rs. 3,827 in

are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is

imited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address : PRESS Codes: A.B.C. 5th Ed-Lieber's.

NEW ADVERTISEMENTS

FOR SALE.

TALUABLE PROPERTY on the middle avenue (Parkes Avenue), British Concession, Shameen, Canton. Present occupant's lease rans to end of 1910, and he would like to renew it if the purchaser does not want to occupy it. Particulers upon application.

Care of "Daily Press" Office. Hongkong, 1st August, 1910.

BY ORDER OF THE MORTGAGEE,

PUBLIC AUCTION. TAR. GEO. P. LAMMERT has received instructions to Sell by PUBLIC

AUCTION, On FRIDAY, the 12th day of August, 1910, at 3 o'clock in the afternoon at his SALE BOOM in Duddell St.

Victoria, Hougkong, IN THEEE LOTS, The following VALUABLE LEASEHOLD PROPERTIES situate at Victoria

aforessid. viz .:ings thereon known as No. 5, Stone Nullah he may contract on their behalf after This Date. By the Use of Lane, Area 920 square feet. Term 999 years. Annual Crown Rent \$15.36.

LOT 2. All that Piece or Parcel of ground known and registered in the Land Office as SECTION F of MARINE LOT No. 116, together with the messuage erections and buildings thereon known as No. 3, Stone Nullah Lane, Area 894 square feet. Term 999 years.

Annual Crown Rent \$14.93. LOT 3. All that Piece or Parcel of ground known and registered in the Land Office as SECTION G of MARINE LOT No. 116, together with the messuage erections and huldings thereon known as No. 1, Stone Nullah Lane, Area 943 square feet. Term 999 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale apply to-Wesses, JOHNSON STOKES & MASTER. Prince's Buildings, Ice House Street,

Solicitors for the Vendor, or to Mr. GEO. P. LAMMERT, The Auctioneer.

LONG HING &

Hongkong, 1st August, 1910.

17, QUEEN'S ROAD CENTRAL.

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THE Steamship " ISCHTA." Captain Belsito, will be despatched as above on FRIDAY, the 12th inst., at 3 P.M.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Hongkong, 1st August, 1910.

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ON SALE.

TOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June. 1910. With Index. Price \$7.50. On sale at the "Honoxung Dally Pares Office. Hongkong, 30th June, 1910.

INTIMATIONS

BANK HOLLDAY.

IN Accordance with Ordinance No. 6 of 1875 EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC FIRE EIGHTY-EIGHTH ORDINARY BUSINESS TO-DAY (MONDAY), 1st Aug. Hongkong, 27th July, 1910.

FIRE INSURANCE ASSOCIATION OF HONGKONG. BANK HOLIDAY.

W. N. Accordance with Ordinance No. 6 of 1875

All FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the let August. By Order,

A. R. LOWE, Secretary. Hongkong, 30th July, 1910.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY.

TN Accordance with Ordinance No. 6 of 1875. All MARINE INSURANCE OFFICES be CLUSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY). the 1st August. By Order,

A. R. LOWE, Secretary.

Hongkong, 30th July, 1910.

NOTICE FFHE Public is hereby informed that KO PAT SAN (巨 编 篇), formerly LOT 1. All that Piece or Parcel of ground | Assistant Seller in the Firm of YEE MEE known and registered in the Land Office as & Co., of 10i, Jervois Street, Hongkong, is no BAVED BY THE EXPENDITURE SECTION E of MARINE LOT No. 116, longer in their Employ. The aforementioned together with the messuage erections and build- Company will not be responsible for any debts Hongkong, 28th July, 1910.

HONGKONG JOCKEY CLUB. MEMBERS wishing to subscribe for Sub-IVI scription Griffins for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 26th July, 1910.

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H. OISHI, Manager, No. 2, Pedder, Street, Hongkong. Hongkong, 9th January, 1909. _____ [574

A SOCIAL AND POLITICAL HOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic

Flowery Land," etc.). CITHE VOLUME which consists of 46 L Pages, and includes a Sketch Plan o historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A.

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NOTICE TO SHAREHOLDERS.

HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Horne MANSIONS, on TUESDAY, the 9th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary. Hongkong, 12th July, 1910.

INSURANCE

NORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. WITH WHICH IS INCOEPOBATED THE MARINE INSURANCE CO. TOTAL FUNDS AT 31st DROBMHER, 1909 £19,875 357.

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ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126.

Hongkong, 27th January, 1910.

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TERMS VERY MODERATE. Constitution Resea. Hongkong, 21st September, 1905.

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NOTICE-THIS COAL can only to obtained from THE LABUAN COAL FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams : " Labor Labuan." BRADLEY & Co., Agenta. Hongkong, 12th August, 1909.

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TO LET.

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"PERMANENT," Care of " Daily Press" Office. Hongkong, 27th July, 1910.

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HOUSE, in Knutsford Terrace. THE HONGKONG LAND INVEST-

Hongkong, 1st August, 1910. TO LET.

NTO. 14, SEYMOUR TERRACE, from 1st July. Apply to-

MENT & AGENCY CO., LD.

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FURNISHED SUPPES.

RAWING ROOM, BED ROOM and BATH, with Board. Tennis Court. To be Opened October 1st. Apply- Mrs. OUTERBRIDGE, 5. Knutsford Terrace, Kowloon. Hongkong, 19th July, 1910.

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SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to - J. HENNESSEY SETH. No. 4, Ice House Street. Hongkong, 2nd July, 1910.

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I'N No. 5, QUEEN'S ROAD CENTRAL Viotoria Building, ROOMS suitable for One GODOWN in MASON'S LANE. DAVID SASSOON & Co., LTD.

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Hongkong, 4th July, 1910.

FFICES facing the Harbour lately in occupation of Mesers, JARDINE, MATHREON & Co., LTD.

THE HONGKONG LAND INVEST-MENT & AGENY CO., LD. Hongkong, 1st August, 1910.

TO LET.

OFFICES in Des Voeux Road, Central, corner of Ice House Street Apply to-MESSRS. PERCY SMITH & FLEMING. 5, Queen's Road.

Hongkong, 2nd June, 1910. TO LET-AT MACAO. LARGE BUNGALOW, with Garden and back yard, situated near the Band

Stand at the Avenida. Apply to-C. A. R. D'ASSUMPCAO, 75, Praia Grande, MACAO.

Hongkong, 6th June, 1910. TO LET.

NIO. 1, ORMSBY TERRACE, Kowloon. Apply within, or to-SPANISH DOMINICAN

PROCURATION. Hougkong, 29th July, 1910. TO LET.

NOS. 19 and 25, SHELLEY STREET, new 5-Roomed Houses. No. 57, PRAYA GRANDE, Macao. No. 2. CONDUIT ROAD, 5-Roomed House, from let June or 1st July, 1910. No.9, BEACONSFIELD ARCADE (Shop)

FOR SALE .- Ton CREST, at Peak, commarding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 9th July, 1910.

TO LET. CODOWN, No.5A, DUDDELL STREET.

Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st August, 1910.

TO LET.

and COMMODIOUS SHOPS. Nathan Road, Kowloon, Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yaumati, Aren 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of

Coal, Timber, &c. Apply to-HUMPHREYS ESTATE & FINANCE

COMPANY, LIMITED. Hongkong, 1st December, 1909.

TO LET.

NTOS. 2 and 3, GOUGH HILL (104, PRAK), as one or two HOUSES, Farnished or Unfurnished Apply to-

Mesars, S. J. DAVID & Co. Hongkong, 29th June, 1910. TO LET.

NO. 21, CONDUIT ROAD, Clifton GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Boad, 3rd

A HOUSE in Wong Nei Chong Road. No. 1. RIPON TERRACE. OFFICES in YORK BUILDING. No. 10, DES VŒUX ROAD CENTRAL, lat floor. SEMI-EUROPEAN FLATS, Praya East, at the dear,

the new Beaman's Institute, Praya East. THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 1st August, 1910.

TO LET. OFFICES, Hotel Mansions.

Apply to-HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 2nd February, 1910.

> TO LET. 1st September.

DOWEN ROAD, Western Block DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply-THE HONGKONG LAND INVEST. MENT AND AGENCY Co., LTD. Hongkottle, 1st August, 1910.

AUCTION

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION,

ON THURSDAY, the 11th day of August, 1910, at 3 o'clock in the afternoon, at his SALE ROOM, in-

Duddell Street, Victoria, Hongkong. The following VALUABLE LEASEHOLD PROPERTY, situate at Victoria aforesaid,

All that Piece or Parcel of ground situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 107, together with the messuages thereon known as Nos. 39, 41, 43, 45, and 47, Hollywood Road and Nos. 48, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace, Area 9824 square feet, Term 999 years from 8th May, 1852. Annual Crown Rent; £15.

The Purchaser of the Property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to MESSES. JOHNSON, STOKES & MASTER, the Vendor's Solicitors. For further particulars and conditions of sale apply to-MESSES. JOHNSON, STOKES & MASTER,

Solicitors for the Vendor, MR. GEO. P. LAMMERT The Anctioneer. Hongkong, 28th July, 1910.

Prince's Buildings, Ice House Street,

SINGON & Co.

TRON, Steel, Metal and Hardware Merchants Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515.

BANKS

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) Yen 5,000,000 HEAD OFFICE: TAIPEH, FORMOS/.

BRANCHES AND AGENCIES: Tainsn Swatow Tamsui Anning Kobe · Tokyo Nagasaki Canton Yokohama Osaka Foodhow Shanghai Keelung

Hongkong, 9th March, 1910.

HONGKONG OFFICE: 3. DES VŒUE ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager.

T NTERNATIONAL TOANKING CORPORATION. CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$7,222,222

RESERVE FUND ... Gold \$4,250,000

HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadnesdle House, E.C. LONDON BANKERS: BANK OF ENGLAND.

= about Mex. \$7,222,222

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. THE CAPITAL & COUNTIES BANK, LIMITER. BRANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives

For 12 months 41 per cent. per annum. For 3 No. 9. Queen's Road, Central, Hongkong.

money. Current Account at the Rate of

accepts Fixed Deposits at the following rates:

2 per cent. per annum on Daily balances and

N. S. MARSHALL, Manager. Hongkong, 1st May, 1910.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND BHANGHAI BANKING CORPORA-TION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 per cent per annum.

balance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum. For the Hongkong and Shanghal BANKING CORPORATION. N. J. STABB.

Acting Chief Manager.

Depositors may transfer at their option

corner of Observation Place. The Trams stop NIEDEBLANDSCH-INDISCHE HANDELSBANK. Also New EUROPEAN FLATS, adjoining (NETHEBLANDS INDIA COMMUNICAL BANK).

Hongkong, 16th July, 1910.

ESTABLISHED 1863. Authorised Capital F1. 15,000,000 (£1,250,000) Subscribed Capitel Fl. 12,378,100 (£1,031,500)

HEAD OFFICE: AMSTERDAM, HEAD AGENCY: BATAVIA. LONDON BANKERS THE WILLIAMS DEACONS BANK,

Reserve Fund Fl. 2,754,338,09 (£229,528)

AND AGENTS all over the BRANCHES

SWISS BANKVEREIN.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:-12 months 4% per annum. . 6 do. 31% _do.__

C. WOLDRINGH, Manager. No. 16, Des Voeux Road Contral. Hongkong, 4th August, 1909.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,

HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 RESERVE FUND £1,600,000 RESERVE LIABILITIES OF PROPRIS-

TORS £1,200,000 INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily

On Fixed Deposits for 12 months 4 per cent WM. DICKSON, Manager.

Hongkong, 27th April, 1910.

TEUTSOH-ASIATISCHE BANK. CAPITAL FULLY PAID UP ... Sh. Tacks 7,500,000

BRANCHES: Hamburg, Calcutta, Hankow,

Kobe, Yokohama, Singapore. Founded by the following Banks and Bankers :-

DIRECTION DEE DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHBOEDER BERLINER HANDELS-

GESELLSCHAFT BANK FUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER&CO. MENDELSSOHN & Co. M. A. VON ROTHSOHILD &

SAL, OPPRNHEIM, JR., & Co., Koeln. BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUNNCHEN. LONDON BANKERS: Messis. N. M. Rothschild & Son: THE UNION OF LONDON AND SMITH'S

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN.

AUTHORISED CAPITAL ... £1,500,000 PAID-UP RESERVE FUND

at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months 4 per cent.

Manager. Hongkong, 26th April, 1910

E CAPITAL PAID-UP Yen 24,000,000 RESERVE FUND , 16,250,000

BRANCHES AND AGENCIES. Tokyo London San Francisco Lyons Nagasaki New York Honolulu Shanghai Hankow Tientsin Bombay Peking Dalny Newchwang Port AitLur Antung

HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 % per annum " TAKEO TAKAMICHI.

HONGKONG AND SHANGHAI BANKING CORPORATION.

£1,500,000 at 2/-=\$15,000,000 ... \$15,500,000

COURT OF DIRECTORS. G. BALLOCH, Esq.—Chairman. ROBERT SHEWAN, Esq. - Deputy Chairman. F. H. Armstrong, Esq. | S. A. Levy, Esq. J. W. Bandow, Esq. F. Lieb, Esq. Andrew Forbes, Esq. G. H. Medhurst, Esq.

> CHIEF MANAGER: Hongkong J. R. M. SMITH.

LONDON BAHREES; LONDON COUNTY AND WESTMINSTER

On Current Aspount at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 21 per cent, per Annum. For 6 months, 32 per cent, per Annum.

N. J. STABB. Acting Chief Manager. Hongkong, 20th July, 1910.

Lioyang

Hongkong, 14th March, 1910.

PAID-UP CAPITAL RESERVE FUNDS:-STERLING

Hon. Mr. H. Keswick E. Shellim, Esq. C. R. Lensmann, Esq. H. A. Siebs, Esq.

MANAGER:

HONGRONG-INTERBET ALLOWED.

HEAD OFFICE-SHANGHAI. BOARD OF DIRECTORS, BRELIN.

Peking, Tsinanfu, Tsingtau, Tientsin.

KORNIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

Berlin,

Frankfurt . M. SORHNE JACOB S. H. STERN NORDDRUTSCHE BANK IN HAMBURG, Hamburg.

BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DEB DISCONTO GERELLSCHAFT.

Manager Hongkong, 4th December, 1907. THE MERCANTILE BANK INDIA, LIMITED.

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts

... ... 32 per cent. 2½ per cent. EVAN OFMISTON.

WYOKOHAMA SPECIE BANK LIMITED.

HEAD OFFICE-YOROHAMA.

Tieling Mukder. Chiang Chun

SILVER RESERVE LIABILITY OF PROP'TORS \$15,000,000

Shanghai-H. E. R. HUNTER. BANK, LIMITED.

For 12 months, 4 per cent. per Annum.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardons and/or extra hazardons Godowns of the Hougkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 1st Aug. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Aug., at 9.30 A.M. All Claims must reach us before the 5th

Aug., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo Ex. 8.8. "LOTHEINGEN From Adelaide. NORDDEUTSCHEE LLOYD, MELCHERS & Co. General Agents.

Hongkong, 26th July, 1910.

NORDDEUTCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

HE Steamship

"PRINZ LUDWIG," having arrived Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardone and/or extra hazardons Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd Aug. will be subject

to rent: All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 2nd Ang., at 9 30 A.M. All Claims must reach us before the 6th Ang., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamers brings Cargo Ex s.s. "CABOTO" from Vo ice. Ex s.s. "Cabo Paes" from Sevilla. Transhipped at Port Said. NORDDEUTCHER LLOYD,

MELCHERS & Co. General Agents. Hongkong, 26th July, 1910.

NOTICE TO CONSIGNEES.

ATTHE P. & O. S. N. Co.'s Steamer

"NDBIA." FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Gargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed

Optional Goods will be landed here unless to rent. instructions are given to the contrary within 6 hours. Goods not cleared by the 4th Aug., at 4 P.M.,

will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 23th July, 1910.

AMERICAN AND ORIENTAL LINE. NOTICE TO CONSIGNEES.

FROM NEW YORK.

HE Steamship.

"WELSH PRINCE," Consignees of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd Aug., at 2 50 P.M. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining. undelivered after the 2nd Aug. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the

6th Aug., or they will not be recognized.

No Fire Insurance has been effected. ARNHOLD, KARBERG & Co.,

Hongkong, 27th July, 1910.

FOR INFANTS, INVALIDS AND THE AGED. . A food of great nutritive value, which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

Benger's Food forms with milk, a dainty, delicious and highly nutritive cream, entirely free from rough and indigestible particles. "The Lancet" describes it as "Mr. Benger's admirable preparation."

Readers can obtain a 45-page booklet, "Benger's Food and How to Use It," which contains a "Concine Guide to the Rearing of Infants" and practical information on the care of invalids, etc., on application to Benger's Food Ltd., Otter Works, Manchester, England. Bengar's Food is sold in tine by Druggista, etc., everywhere.

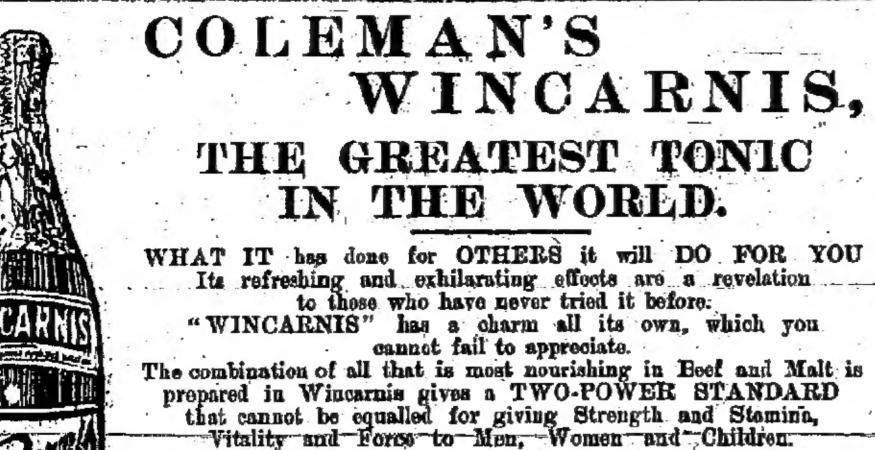
The Physician's Cure for Gout; Rheumatic Gout and Gravel.

The Universal Remedy for Acidity of the Stomach, Headsche, Heartburn, Indigestion, Sour Eructations, Bilions Affections.

Salest and most Effective Aperient

Regular Use.

MAGNESIA



From any leading Chemist. MUSTARD & COMPANY.

BUY IT TO-DAY

Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Soochow Road, Shanghai. [71

NOTICES TO CONSIGNEES FROM EUROPE.

THE H.A.L. Stramship

Captain Bahle, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 2nd Aug. will be subject All broken, chafed, and damaged goods must

be left in the Godowns, where they will be examined on the 2nd Aug., at 3 P.M. No Fire Insurance will be effected by us in . any case whatever

This Steamer brings on Cargo: Ex s.s. "Pennsylvania" from New York. Ex s.s. "Sines" from Setubal. Ex s.s. "Fritz " from Stettin. Ex s.s. "Kite" from Stettin. HAMBURG-AMERIKA LINE

Hongkong Office Hongkong, 27th July, 1910. NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"BANCA. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 4th Aug., at 4 P.M.,

will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowas.

E. A. HEWETT, Superintendent. Hongkong, 28th July, 1910.

As Supplied to the House of LORDS AND HOUSE OF COMMONS



OR SOLEHOCK AND HAE STER COLD AS NO STREET WEN

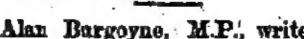
SOLE AGENTS IN ... HONG KONG, CHINA & MANILLA A. S. WATSON & COLID.



These tiny Capsules - superior to Copaiba, Cubebs, and Injections -- CURE the same diseases as these drugs in

FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name.

Paris, 8, rue Vivienne . Seld by all Chemists.



THE BRITISH NAVY.

Mr. Alan Burgoyne, M.P., writes in The When the Home Fleet has received its quota

of Dreadnought, it is probable that certain vessels of this type will be drafted to the Atlantic command. This would place a division of the most modern units in close proximity to the Mediterranean. At the moment, moor ings are being prepared for vessels of the Droadwought type at Gibraltar.

In confirmation of this, an enquiry was recently made of the authorities at Gibraltar as to the possibility of docking battleship-cruisers of the Lion type in No. 1 Dock. Although this basin has a length over blocks of 850 feet, an entrance width of 95 feet and a depth on sill (H.O.W.S. tides) of 38½ feet, it was reported that such docking would be impossible owing to the narrowing at about 600 feet; here it was suggested at one time to place subsidiary lockgates, and thus, if necessary, divide the dock. It is now confirmed that the Lion and the

either broadside over a large arc. tripod-must each, mounted directly behind the practically replicat of the Neptune, but a few mortgage on the parsonage. minor modifications has brought their displacement from 19,900 tons up to 20,250 tons. The

gun. The disposition of these weapons is so

sition adopted in the Invincible and her sisters. Workers' Guild held a social in the Sunday vessels will so low a speed as 21 knots be accepted. Rector delivered a public lecture on 'Italy and Indeed, "all battleship-cruisers" is the accepted her Past, illustrated by a magic lautern. To doctrine, and we fancy certain friendly European | pay for the magic lantern the curate and the Powers, with strong competitive opinions in ladies of the church got up some amateur naval matters, will shortly have something to theatricals. think about in the matter of armoured-ship

The 25 knot protected craiser, Liverpool, 4,820 tons, has satisfactorily completed her trials. On the 22 hours' trial at 2/3 full power | present. What they chiefly want to do is to the mean speed, determined on the six runs over | raise enough money to buy a suitable gold watch the measured mile, was 23,88 knots: the shaft at a testimonial to the curate. After that they horse-power of the turbines was 14,100, and the hope to do something for the Armenians pleancoal consumption 1 57 lbs. On an eight hours' time, of course, the Armeniaus, the ones right trial, at about 84 per cent. of full power, the there in the town, are getting very troublesome. speed was 25-1 knots, with I.H.P. 18,824, the To begin with, there is the Armenian who rented coal consumption being 1:59 lbs. per shaft the costumes for the theatricals—he has to be horse-power per hour over the entire period.

was run at a speed of 26.17 knots, with 24.718 lantern. They want relief badly. shaft horse-power. For a considerable time on this run the engines worked at over 25,000 H.P. nian who holds the mortgage on the parsonage." proving that steam supply and turbine efficiency were thoroughly adequate. The speed exceeded 27 knots on many points of the run. The fuel consumption worked out at 1.65 lb. The starting, stopping, circling, manouvring, and gunmounting trials were made with equally satisfactory results. The Liver nool has been completed within 16 months.

The trials of the Gloucester were mentioned last month. On her full power trial she maintained a speed of 25.8 knots for the whole eight hours.

The Admiralty have ordered the twenty torpede-boat destroyers of this year's programme, and the orders have been allotted as follows: -Three by John Brown & Co., Clydebank; two each by J. S. White & Co., of Cowes, Cammell, Laird & Co., Ltd., of Birkenhead, Hawthorn, Leslie & Cc., of Newcastle-on-Tyne, and William Denny & Brothers, of Dumbarton; one each by William Beardmore & Co., Ltd., of Dalmuir, and Swan, Hunter, Wigham Richardsen & Co., Ltd., of Newcastle on Tyne, for which last-named the Wallsend Slipway and Engineering Company will provide the machinery. The above disposes of fourteen of the score to be built. These vessels will be sisterships to the Acorn class, and will have the following features : Displacement, 770-780 tons; I.H.P. 13,500-14,500=29 knots; armament, two 4 in. Q. and two to four 12 Pr. Q.; two torpedo tubes; oil capacity, 130 tons; length, 240-260

feet; beam, 26 feet; and draught, 9 feet. The remaining six destroyers are to be built from contractors designs, and it is not proposed to say more as to their details here. Two each will be built by the Parsons Marine Steam-Turbine Co., Ltd., of Wallsend-on-Tyne, Messrs. J. I. Thornycroft & Co., Ltd., of Southampton, and Messrs. Yarrow & Co., of Scotstoan, who are again undertaking Admiralty work after a lapse of many years. It may be added that the hulls and boilers of the two vessels to be built by the Parsons Company will be constructed by Messrs, Denny, of Dumbarton.

Not all of the others will require boilers-and n this lies the significance of official secrecy By the bye, the destroyer Viking has six funnels it would be curious if within two years of her completion, vessels of similar type were complete with no funnels at all !

THE MONEY MARKET.

The following extracts are taken from Messrs. Samuel Montagu & Co.'s circular

dated July 8th. any of the £800,000 bar gold which arrived this is due to arrive at this port on the 23rd inst. week will be sent into the Bank of England, Up to the time of writing all bar gold ready for delivery has been taken for New York. The movements of prices in the Silver kong via the usual ports of call. Market during June have been within narrow limits viz., of a penny; the market was too show much life. On the first day the quotations | ultimo, and is expected here to-day. were 24ad, for cash and 241ad, for two reversed, 24 lid. for cash and 24 d. for two ultimo, and is expected here to morrow. months. In the early part of the month cash | The I.G.M. str. Germania left Yap on the silver was inclined to be at a discount; but as 22nd ultime, and may be expected here tothe departure of the steamer for the July morrow. settlement in Bombay drew near "bear" and The British str. Baron Innerdale left Karatsu other buyers had to pay a premium. This for this port, and is due to arrive here topremium has since risen still higher, to 3 d. on morrow. much as 7d. above that for forward ultimo, and is expected here to-morrow. delivery since April 9, 1907. Ample supplies The Mogul Line str. Lothian left United exist sufficient for, and even in excess of, any Kingdom on the 10th ultimo for Hongkong reasonable demand, but they are not accessible for general use, and are not likely to be for __ The N.Y.K. str. Colombo Maru (Bombay some time to come. China has been prepared Line) left Singapore for this port on the 28th to feed the market with forward silver at about | ult., and is expected here on the 3rd inst. 241d., so that this artificial stringency for immediate delivery chiefly affects the cash price, and it may fairly be assumed that the ultimo, and is expected here on the 3rd inst. forward quotation is nearer to the real market value of silver at the present time, apart from speculative manipulation. Though the China on or about the 3rd instant.

exchange might allow a margin against the sale

of forward silver, the risk of a future corner in

demand for the metal.

A NEW HUMOURIST.

A writer in the Guardian introduces to English readers a new humourist in the person of Mr. Stephen Lencock, a professor at Montreal, whose humour may now be studied in a little book called "Literary Lapses." The writer of the article, K. M. Underhill, does not appear to know that one specimen of Mr. Lencock's humour, "Boarding House Geometry," has long been treasured on this side. All the more will many be grateful to Mr. Underhill for drawing attention to this book, which at present much be obtained from Canada. It is worth the trouble, if I may judge from the Guardian extracts. The nervous young man opening his first account at a bank, and the irascible Colonel who retires from the cut tle trade and takes up Shakespearean criticism, are delightful. Here is the sketch " Helping the Armenians":-

The financial affairs of the parish church up at Doogalville have been getting rather into a tangle in the last six months. The people of the church were specially anxious to do something toward the general public subscription of Princess Royal are to mount the new 13.5-in. the town on behalf of the unhappy Armenians, and to that purpose they determined to devote admirable that, whilst an end-on fire of six large | the collections taken up at a series of special weapons is retained, they can all still fire on evening services. To give the right sort of swing to the services and to stimulate generous The Hercules and Colossus will only have one giving, they put a new pipe-organ into the church. In order to make a proliminary payforemost funnel. These two vessels will be ment on the organ it was decided to raise a

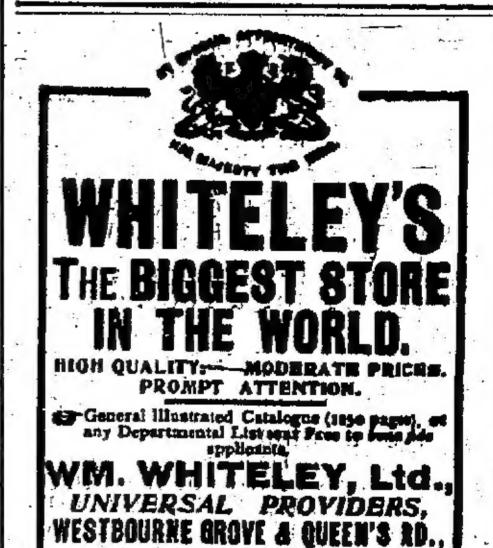
"To pay the interest on the mortgage, the choir of the church got up a sacred concert in

manner in which the centre barbettes are eche- the Town Hall. louned shows a marked advance upon the dispo- 'To pay for the Town Hall the Willing It is an open secret that in no future armoured School. To pay the expenses of the social the

"Finally, to pay for the costumes for the theatricals, the Rector felt it his duty to dispense

with the carate. "So that is where the Church stands just at squared. Then there is the Armenian organ-The full-power trial of eight hours' duration | dealer, and the Armenian who owned the magic

"The most urgent case is that of the Arme-



VESSELS EXPECTED.

LONDON, W.

THE FRENCH MAIL: The M.M. str. Australien, with the French Mail of the 3rd ult., and mails from London of the 2nd ultimo, left Saigon on the 28th nlt, at 8 a.m., and may be expected to arrive here to-day at daylight.

THE AUSTRALIAN MAIL! The N.Y.K. str. Kumano Maru (Australian Line) left Manila for this port on the 30th ult., and is expected here to-day. ___

THE AMERICAN MAIL. The P.M. str. Eiberia is due to arrive here

to-day between 6 and 8 a.m. The P.M. str. China from San Francisco arrived at Yokohama on the 24th ultimo, left that port en route to Hongkong on the 25th ultimo, and is due to arrive at this port on the

The P. M. S. S. Co,'s s.s. Manchuria, from San Francisco, was dispatched from Yokohama en reute to Hongkong on the 30th ultimo, and may be expected to arrive here on the 8th inst. The T. K. K. str. Chino Maru sailed from San Francisco on the 19th ult., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki aud

19th inst. The P.M. str. Asia sailed from San Francisco The proximity of several foreign exchanges on the 26th ult. for Hongkong, via Honolulu, to gold point has rendered it uncertain whether | Yokohama, Kobe, Nagasaki and Shanghai, and

Mauila, and is due to arrive at this port on the

THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of China left Vancouver on the 27th ultime p.m. for Hong-

MEECHANT STEAMERS. The N.Y.K. str. Raga Maru European much overborne by one-sided speculation to Line) left Shanghai for this port on the 29th The O.S.K. str. Chicago Maru from Tacoma months. On the last day they were exactly left Moji for this port via Manila on the 22nd

the 5th inst., and to and yesterday, easing to The N.Y.K. str. Nikko Maru (Australian Ed. to-day; the cash price has not been quoted Line) left Nagasaki for this port on the 29th

> The N.Y.K. str. Miyazaki Maru (European Line) left Singapore for this port on the 29th

The H.-A. Linie str. Brisgavia left Muroran on the 26th ultime, and may be expected here The Eng Hok Fong S.S. Co.'s str. Persia

sailed from Guaymas, Mexico on the 14th ult. delivery renders exchange banks too nervous to a.m., and is expected to arrive here, via Moji, operate. The actual statistical position of the Japan, about the 7th inst. market is far from favourable. The offtake in The N.Y.K. str. Tamba Maru (American

Indian Treasury are once more accumulating -- Shanghai on the 29th ultimo, and is expected the last figures given are 32 crores and the here on the 7th instant. China exchange remains low. In fact, apart | The T.K.K. str. Kiyo Maru from South from "bear" covering in consequence of the American and Mexican ports, arrived at Yokoholding up of cash supplies, there is but little hama on the 25th ultimo, and is due to arrive

here on or about the 16th instant.

'SQUARE BOTTLE"

WHISKY. 131

SOLE AGENTS IN HONGKONG:

and from ALL WINE MERCHANTS. [46"

SHIPPING IN PORT.

BARON OGILOY, British str., 2,903, H. H. 28th July-Moji 23rd July, Coal-Bradley

BILBSTER, British str., 2,495, Minto, 28th July -Moji 21st July, Coal -Bradley & Co. CHENAN, British str., 1,350, L. Jones, 17th July-Shanghai 14th July, General-Butterfield & Swire.

CHIHLI, British str., 1,143, Lindberg, 29th July-Hoihow 28th July, General-Butterfield & Swire. HOWTAL German str., 1,115, W. Möllermann.

27th July-Bangkok 21st via Holhow 26th -July, Rice-Butterfield & Swire. CHUNSANG, British str., 1,418, Allcock, 27th July - Samarong 17th July, Sugar-Jardine. Matheson & Co.

CLIFTON, British str., 2,313, G. Worsley, 20th July-Shanghai 15th July. DEVAWONGSE, German str., 1.050, F. Rehivaldt, 18th July-Bangkok 12th July, Rice and Meal-Butterfield & Swire.

DRUFAR, Norwegian str., 1,102, A. Anonsen, 24th July-Bangkok 18th July, General-China-Siam S. N. Co. EMPRESS OF JAPAN, British str., 3,039, H. Pybus, 28th July-Vancouver 6th July, Mails and General-Canadian Pacific Rail-

FAUSANG, British str., 1,410, H. Malkin, 12th July-Saigon Pth July, Rice-Jardine, Matheson & Co. GLENFARG, British str., 3,250, W. L. Hartnell.

12th July-Mexico 11th June-Shewan Tomes & Co. HALIOTIS, Dutch str., 2.047, Zwart, 12th July -Singapore 5th July, Petroleum -Asiatic Petroleum & Co.

Hue, French str., 742, Panier, 8th. May-Haiphong 5th May, General-A. R. Hyson, British str., 4,232, I. A. Davies, 17th July-Shanghai 15th July, General-But-

terfield & Swire.

ICHANG, British str., 1,228, K. E. Tuebben. 13th July - Saigon 9th July, Rice-Butterfield & Swire. Indien, Danish str., 3,612, Berg, 13th July-Port Said 2nd June, General-Melchers &

KAIPUKU MARU, Japanese str., 3,070, S. Sada. 27th July-Moji 20th July, Coal-Mitsui Bussan Kaisha. Kalsow, British str., 2,829, K. T. Jones, 21st

July-Kuchinotsu 15th July, General-Butterfield & Swire. KIANG CHING, Chinese str., 1,002, Brissander, 24th July-Hankow 19th July, Iron Rails -Tung Lee.

KINTUCK, British str., 4,616, A. G. R. Paddle. 12th July-Yokohama via Ports 26th June, General—Butterfield & Swire. KWANGSE, British str., 1,203, C. Plunkett Cole. 17th July-Ssigon 14th July, Rico-But-terfield & Swire.

KWANGTAH, Chinese str., 1,536, E. H. Pratt. 26th July-Shanghai 23rd July, Mails and General-C. M. S. N. Co. Kwongsang, British str., 1,428, Richard, 29th July-Shanghai 25th and Swatow 28th July, General-Jardine, Matheson & Co. LAERTES, British str., 1,350, Frampton, 25th

July-Saigon 21st July, Rice and General -We Fat Sing. LAIBANG, British str., 3,460, E. J. Tadd, 28th July-Singapore 22nd July, General-Jardine, Matheson & Co.

LINAN, British str., 1,250, Williams, 21st July -Shanghai 17th July, General-Butterfield & Swire. Longships, British str., 2,842, J. Tasker, 19th July-Moj. 13th July, Coal-Bradley &

LOOSOK, German str., 1,020, G. Schultzen, 29th July-Singapore and Bangkok 22nd July, Rice-Butterfield & Swire. MONTEAGLE, British str., 6,163, W. Diron Hoperofh, 25th July-Vancouver via Japan

28th June, Lumber and General-Canadian Pacific Railway Co. NANSHAN, British str., 1,299, Chas. Hawn, 6th July-Sigon 2nd July, General-Bradley

Onsang, British str., 1,234, E. J. Buller, 19th July-Hongay 17th July-Jardine, Mathe-Bon & Co. -PAKLAT, German str., 1,018, G. Gathemann,

18th July Bangkok 10th July, Rice-Butterfield & Swire. YANGTEZE, British str., 4,149, Jos. Bulford, 25th July - Liverpool and Singapore 19th July, General-Butterfield & Swire: PHEANANG, German str., 1,021, F. v. Mangets-

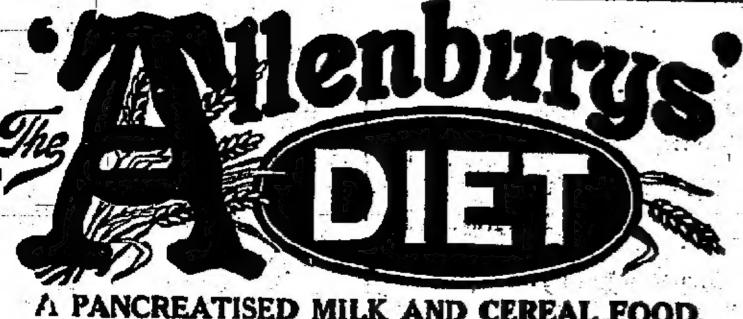
dorff, 20th July-Bangkok 14th July, Rice-Butterfield & Swire. Suisanc, British etr., 1,234, Picknell, 26th July-Chinwantao 21st July, Coal-Chinege.

TAISANG, British str. 1,544, G. F. Matthews, 27th July - Saigon 23rd July, Rice-Jardine, Matheson & Co. TEAN, British str., 1,346, A. W. Outerbridge,

29th July - Manila 26th July, General-Butterfield & Swire. Bombay is small and the cash balances in the Line) left Kobe for this port via Moji and TJIKINI, Datch str., 1,234, H. Koops, 24th July-Batavia 26th June and Macassar 15th July, General-Java-China-Japan

Volume, British str., 2,599, H. Jackson, 26th June - Singapore 19th June, Petroloum in bulk-Asiatic Petroleum & Co.

IDEAL INVALID FOOD IN HOT CLIMATES.



The "Allenburys" Diet is a complete food, being manufactured from milk and wheaten meal, both ingredients being largely predigested. It is most palatable and easy of digestion, and can be made in a minute, the addition of boiling water only being necessary. Whilst acceptable to all as a-light-nourishment, it is especially helpful to-Invallas, Dyspeptics, and the Aged.

A PANCREATISED MILK AND CEREAL FOOD.

For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

Tuesday, 2nd August-Auction of Crown Land at Pub ic Works Dept., 3 P.M. Saturday, 6th August - Fourth Meeting of the Hongkong Gymkhana Club, at Happy

Tuesday, 9th August—Eighty-Eighth Ordinary Half Yearly Meeting of Hongkong, Conton and Macao Steamboat Co., Ltd., Noon. Thursday, 11th August-Auction of Valuable Leasehold Property at Sale Room, by Mr. Geo. P. Lammert, 3 P.M. Friday, 12th August-Auction of Valuable

Leatehold Properties at Sale Room, by Mr. Geo, P. Lammert, 3 P.at.

shipping.

ARRIVALS. BUJUN MARU, Japanese str., 1,304, Y. Fusene 31st July-Shanghai 24th July, General-Osaka Shosen Kaisha. CLARA JEBSEN, Ger. str., 1,103, J. Bendixen

29th July-Hongay 27th July, Coal-Bindley & Co. DERWENT, British str., 1,592, J. Jenkins, 31s July -Salgon 27th July, General-Mar

Fai, Morwegian str., 30th July-Canton. FUKUI MALU, Japanese str., 3,089, Murakami 30th July-Moji 25th July, Coal-Mitsu Bussan Kaisha.

GLENTURRET, Br tish str., 3,026, R. Webster Oth July-Shanghai 27th July, General. Shellan, Tomes & Co. HAIVANG. British etr., 1,362, A. E. Hodgins

31st July-Foochow, Amoy and Swatov 30th July, General-Douglas, Lapraik HANGSANG, British str., 1,356, Wilde, 31s July-Chinking 27th July, General-

Jardine, Matheson & Co. HANOI, French str., 630, J. Pannier, 30th July -Haiphong, Pakhci and Hoihow 24th July General-A. R. Marty. HENRIK IBSEN, Norwegian str., 2,900, Smith

29th July-Portland 25th June and Mo 25th July, Flour and General-P. & A S.S. Co. JOSHIN MARU, Japanese str., 703, Y. Yamo moto, 30th July-Swatow 29th July

General-Osaka Shosen Kaisha. KEONGWAI, German str., 1,115, Kohler, 30t July-Bangkok and Swatow 29th July Rice and General-Butterfield & Swire. KIEV, Russan str., 3,127, Padalka, 30th July-Vladivostock and Shanghai 26th July General-Melchors & Co.

KURICHOW, British str., 1,215, G. Hocker, 29 July-Tientsin and Swatow 28th July General-Butterfield & Swire. KWANGLEE, Chinese str., 1,468, Lincoln, 300 July-Shanghai 26th July, General-C. M. S. N. Co.

KWANGTAH, Chinese str , 30th July-Canton. MANCHE, French str., 1,881, Gory, 31st July Haiphong and Quan Chow Wan, Rice an Cotton- Messageries Maritimes. SEANG BEE, British str., 3,720; W. Larkin

30th July-Singapore 25th July, Gener -- Chinese. SIAM, Danish str., 3,875, F. D. Carlson, 31: July-Vladivostock 23rd July, General Melchers & Co.

S. THAN, American str., 574, D. Pajo; 51: July-Manila 27th July, Sugar-W.

VESTPOLD, Norwogian str., 1,172. Bertelses 31st July-Bangkok via Swatow 30th July General-Order.

DEPARTURES

Banca, British str., for Takac. GHAZER, British str., for Singapore. KUEICHOW, British str., for Canton. KWANGLEE, Chinose str., for Canton, KWONGSANG, British str., for Canton. MINNESOTA, American str., for Manile. "NAMSANG, British str., for Singapore. NIPPON MARU, Japanese str., for Keelung. NUBIA, British str., for Shanghai. RUBI, British str., for Manila. TJIPANAS, Dutch str., for Yokohama, 31st July.

ANHUJ, British str., for Shanghai. CHEONGSHING, British str., for Swatow. DAIGI MARU, Japanese str., for Swatow. FRI, Norwegian str., for Newchwang. GLENTURRET, British str., for Bangkok. HAIMUN, British str., for Swatow. JOHANNE, German str., for Swatow. Kiev, Russan str., for Singapore. MATHILDE, German str., for Hoihow. RAINBOW, U.S. cruiser, for Amoy. PETREL, U.S. gunboat, for Manila. Pongrong, German str., for Bangkok. Unv. Norwegian str., for Newchwang. WHEELING, U.S. gunboat, for Manila.

SHIPPING REPORTS. The French str. Hanoi reports: Very fine weather, Southerly wind. The British str. Haiyang reports: Moderate S.W. monsoon throughout trip.

The British str. Glenturret reports: Mod. monsoon and sea, clear weather throughout. The British str. Derwent reports: Fine clear weather with light Northerly winds and smooth

The Chinese str. Kwanglee reports: Fine weather all the way, see smooth. Southerly The Japanese str. Joshin Maru reports:

Weather during the voyage gentle or moderate breeze and fine weather with moderate sea, VESSELS IN DOCK.

July 30th. Kowloon Dock .- Houng ho, Gloria; Shunles, Paklat, Ulv, Drufar, Lawkill, Paul Bean. COSMOPOLITAN DOCK .- Johanne. TAIROO DOCK-Union, Phranang, Tikini.

PASSENGERS.

Per Haiyang, from Const Ports, Miss A. Legg, Mr T. Aluma and Mr Hugo Meysing.

Per Rubi, for Manila, Miss Konnett, Mr E. Tam, Mr Wm. Stewart, Mr L. Robat, Mr Cue Bue, Mr and Mrs Sidebottom. Per Nippon Maru, for San Francisco, &c., Mr J. W. Erlinger, Mr Wm B. Wells, Mr and Mrs G. S. Engel, Dr. and Mrs A. C. Lambert, Mr G. D. Adamson, Mr Arnold, Mr T. S. Pong, Mr and Mrs F. Du Bois, Mrs M. Chambers, Miss D. Swartz, Mr H. Sykes, Mr and Mrs B. Honig, Miss A. Honig, Dr. A. Kamp, Dr. E. Hyman, Mr Burges, Mrs Barry Baldwin and servant, Miss Dorothy Baldwin, Mrs Chas. E. Richardson, Mr C. A. Tomes, Mr Geo. Mc-Kenzle, Mr T. Y. Lo, Mr C. C. Ting, Y. Kagawa, Mr A. L. Abls and Mr K. T. King. Per Minnesota, for Seattle, &c., Mr J. Tetsch, Mr E. Guttentag, Miss L. Dickson, Miss N. Dickson, Mrs W. Christian, Dr. and Mrs J. R. McDowell, Miss V. Gates, Miss N. Gates, Mr. P. G. Gates, Mrs M. Parsons, Miss J. Parsons, Miss N. Parsons, Miss C. Parsons, Miss B. Foster, Mr and Mrs H. Minturn, Miss Moon, Lieut and Mrs Robt M. Book, Mrs H. Ough, Mrs H. M. Dexton, Rev. A. Forenda, Rev. Luis Merino, Mr and Mrs M. McMorris. Mr and Mrs H. B. Pond, Mrs Hofftens and 2 children, Miss Hofitens, Mr Rudolfo Baumann. Mr Armando Baumann, Mr F. Goke, Mr Greg. Go Touco, Mr A. E. Chenoweth, Mrs Mrs Caldwell, Mr and Mrs A. J. Deitz, and Mr

Emil Leclera.

ADVERTISED AS LOADING.

To ascertain the ancharage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchering nearest Kowloon are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon " m," and those vessels berthed at the Kowloon Wharl " k.w." together with the number denoting the section.

2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point. 1. From Green Island to the Harbour Master's.

| ble by | | | | i salarenile | | | | 1 |
|-------------|--|-----------------------|------------------------|-----------------|---|--|---|----|
| | DESTINATION. | VESSEL'S NAMES. | PLAG & REG | BERTE. | CAPTAIN. | FOR PREIGHT APPLY TO | TO BE DESPATCHED | |
| | | | | | | | | L, |
| no. | | | 1144 | Text 81 | | | | 1 |
| - | LONDON, HAMBURG & ANTWERP LONDON, &C., YIA USUAL PORTS OF CALL | GLENTURBET | Brit. str Brit. str | | Owen Jones, B.N.R. | P. & O. S. N. Co | To-day, at 9 A.M. On 6th inst., at Noon. | |
| en, | LUNDON & ANTWERP VIA BINGAPORE, &c., | POONA IN IN | Brit. etr. | | A. F. Vine, R.N.P. | P. & O. S. N. Co | On 10th inst., at 3 P.M. | 1 |
| l | ROTTERDAM, HAMBURG & ANTWERP, &c | CARDIGANSHIEB SEGOVIA | | | | JARDINE, MATRESON & Co., Ld HAMBURG-AMERIKA LINIE | | |
| 1st | COPENHAGEN & ST. PETERSBURG | INDIEN | Dan. atr. | · - 20 | A41 101 | MELCHERS & Co | | |
| lan | HAVRE & HAMBURG VIA STRAITS, &c | SCANDIA | Ger. ser. | k. w. | | | On 13th inst. | |
| | HAVRE, & HAMBURG VIA STRAITS, &c | BLAVONIA ,,,,,,, | Ger. str. | k.w. | | HAMBURG-AMERIKA LINIE | On 20th inst. On 10th Sept. | |
| mı, sui | HAVRE & HAMBURG VIA STRAITS, &c ANTWERP & HAMBURG VIA STRAITS, &c | Brisgavia | Ger. str. | k, w. | Schwinghammer | HAMBURG-AMERIKA LINIE | On 5th inst. | ١, |
| | MARSEILLES, &c., VIA PORTS OF CALL MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C. | ERNEST SIMONS | Fron atr. | | Girard | | To-morrow, at 1 P.M. On 3rd inst., at D'light | |
| ier, | Marselles, London & Antwerp via Singapore, &c | ATSUTA MABU | Jap, str | - | Wm. Thomsen | NIPPON YUSEN KAISHA | On 17th inst., at D'light | 1 |
| | MARSEILLES & HAMBURG VIA STRAITS, &c. | HITACHI MARU " | Jap. str | 7 - 42 | | HAMHURG-AMERIKA LINIE | On 31st inst., at D'light On 31st inst. | 1 |
| tow | NAPLES, GENOA, ALGIERS, GIBRALTAR, &c | KLEIST | Gor. str. | ~ 10 | O. Pahnke | MELCHERS & Co | On 11th inst., at 10 A.M. | 15 |
| & | TRIESTE, &c., v'A SINGAPORE, &c | SELESIA | Aun. str | - 1. | | CABLOWITZ & Co | | 1 |
| 31st | BOSTON & NEW YORK VIA PORTS & SUEZ CANAL | WRAY CASTLE | Am. str | | | SHEWAN, TORRS & Co | About 6th inst., at 6 P.M. | |
| u — | VANCOUVER VIA SHANGHAI, JAPAN, &c VANCOUVER VIA SHANGHAI, JAPAN, &c | EMPRESS OF JAPAN, | 5 | | | CANADIAN PACIFIC R. Co | On 16th inst., at Noon. | |
| uly | VICTORIA, VANCOUVER, B.C., TACOMA, &C | REDHILL | Brit. str | - | H. E. Dowall | Nippon Yusen Kaisha | On 23rd inst On 13th Sept., at 4 P.M. | |
| uly, | VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &C. VICTORIA, B.C. & SEATTLE VIA KEELUNG, &C. | AWA MARU | Jap. str. | | S. Ishikawa K. Sato | NIPPON YUSEN KAISHA | On 16th inst., at 4 P.M. | |
| | TACCMA VIA KEELUNG & JAPAN | CHICAGO MARU | Jap. atr | | I, Goto | OSAKA SHOSEN KAISHA | On 10th inst., at Noon. On 25th inst., at Noon. | |
| A. | CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c AUSTRALIAN PORTS VIA MANILA | NIKKO MARU | Jap. str | | M. Yagi | NIPPON YUSEN KAISHA | On 5th inst., at Noon | |
| | AUSTRALIAN PORTS VIA MANILA | PRINZ WALDEMAR | 10:24 -4- | - 8 | E. Iseke L. Dawson | MELCHES & Co BUTTERFIELD & SWIP. | On 13th inst., at D'light On 31st inst., at 4 P.M. | |
| mo- uly, | AUSTRALIAN PORTS VIA MANILA | KUMANO MARU | Jap. str | - | M. Winckler | NIPON YUSER KAISHA | On 2nd Sept., at Noon. On 4th inst., at Noon. | |
| Oth | YOROHAMA AND KOBE | PRINZ SIGIRMUND | Ger. str. | | D. Lens | MELCHEES & Co | About 23rd inst. | |
| uly, | NAGASARI, KOBE & YOKOHAMA | Kumano Maru | Japr str | - 1 | M. Winckler | Nippon Yusen Kaisha Java-China-Japan Lijn | On 3rd inst., at Noon Quick despatch. | |
| v— | CHEFOO & NEWCHWANG | TJILATJAP | 400 6 c | | Zwart | BUTTERFIELD & SWIRE | On 8th inst., at 4 P.M. | |
| uly, | TIENTSIN | CHIPSHING | | | G. Hooker F. Mooney | JARDINE, MATHESON & Co., LD | On 3rd inst., at 4 P.M. On 5th inst., at Noon | T |
| 9th | SHANGHAI | KWONGBANG | Brit. str | - 23 | F. Wheeler | JARDINE, MATHESON & Co., LD | To-morrow, at Noon. | 1 |
| uly, | SHANGHAI KOBE & YOKOHAMA | COLONEO MARU | Fren str. | | R. Combes | MESSAGERIES MARITIMES | | = |
| | SHANGHAI VIA SWATOW. AMOY & FOOCHOW | BUJUN MARU | Jap. str | - | Y. Fuseno | OBAKA SHOSEN KAISHA | On 4th inst., at 10 A.M On 4th inst., at 4 P.M. | 1 |
| al— | SHANGHAI | DEVANHA | Brit. str Brit. str | | H. Powell | P. & O. S. N. Co | On 4th inst., at D'light | |
| n. | SHANGHAL NAGASAKI KOBE & YOKOHAMA | GORBEN | Ger. str | | G. Boohe | P. & O. S. N. Co | About 10th inst. About 11th inst. | 1 |
| and | SHANGHAI, MOJI, KOBE & YOKOHAMA | SPEZIA | GOR. SUR. | L W. | | HAMBURG-AMERIKA LINIE | On 12th inst. | |
| | SHANGHAI, KUBE & MOJI SHANGHAI, KUBE & YOKOHAMA | FOOKSANG | Brit. str | () | ** *** *** *** *** *** | JARDINE, MATHESON & CO., LD., | On 26th inst, | 1 |
| oral | SHANGHAI. YOKOHAMA & KOBE | YEDDO | Dan. str | 100 | 181 | MELCHEBS & Co | On 7th inst. | |
| Tief | ANPING VIA SWATOW & AMOY | JOSHIN MARU | Dut. str Jap. str | | H. Koops | OSAKA SHOSEN KAISHA | On 3rd inst., at 10 A.M. | |
| al— | SWATOW. AMOY & FOOCHOW | HATYANG | Brit. atc | 2 h. | A. E. Hodgins | DOUGLAS LAPBAIK & Co | To-morrow, at 10 A.M. | |
| 31et | SWATOW, AMOY & FOOCHOW | HAIRUN | Brit. str. | 2 h. 2 h. | W. C. Passmore | DOUGLAS LAPRAIK & CO | On 5th inet., at 10 A.M. | |
| B. | SWATOW. AMOY & FOOCHOW | HAITAN | Brit. str | Zh. | J. W. Evans | JARDINE, MATHESON & Co., LD., | On 12th inst., at 10 A.M. | |
| 8011. | MANILA | TEAN | Brit. str. | 1 m . | A. W. Outerbridge | BUTTERFIELD & SWIRE | To-morrow, at 3 P.M. | |
| uly, | MANILA | LOONGSANG | . Urit. str | 1 7 2 | S. J. Payne | JARDINE, MATHESON & Co., LD., SHEWAN TOMES & Co | On 6th inst., 4 at P.M. | |
| | MANILA | RUBI | Brit. str. | - | R. Rodger | SHEWAN, TOMES & CO | On 13th inst., at Noon. | |
| | KUDAT & SANDAKAN | BUNGKIANG | Brit. str. | 1 111 | H. A. Hards | MELCHERS & Co | End of Aug. | |
| | BOMBAY VIA SINGAPORE & COLOMBO | BOMBAY MARU | Jap, str | | Teranaka | | On 9th inst. | |
| • | SINGAPORE. PENANG & CALCUTTA BATAVIA, CHERIBON, SAMARANG, &c | TJIMAHI | Dut. str. | _ | Bouman | JAVA-CHINA-JAPAN LIJN | Quick despatch. | |
| • | | 1 | N 100 100 | 1 | i de la companya de | | | |

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. VANCOUVER. B.C.. TACOMA & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | To Sail on or About. |
|----------|----------------------------------|--|--|
| REDHILL | 3,889 6,232 6,232 4,362 | H. E. Dowall F. S. Cowley G. B. McGill J. Boyd | 23rd August. 27th September. 20th October. 20th November. |

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. Quama's Buildings.

Hongkong, 29th July, 1910.

Hongkong, 30th July, 1910.

NORD DEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| · · · · · · | | |
|--|--|-------------------------------------|
| POB. | STEAMERS TONS | TO BAIL |
| SHANGHAI, NAGASAKI, KOBE | GOEBEN, " 17,300 Ca; l. G. Boehr | About 10th Aug. |
| NAPLES, GENOA, ALCIERS, GIBRALTAR, SOUTHAMP' DN, ANTWERP & HAMBURG | "KLEIST" 17,000 Capt. O. PARNEE | (Thursday, 11th Aug., at 10 a.m. |
| MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ WALDEMAR." Capt. F. ISEKE, 6,100 | Saturday, 13th Aug., at D'light |
| УОКОНАМА & КОВЕ | PRINZ SIGISMUND," 6,000 Capt. D. LENZ | About 23rd August. |
| KUDAT and SANDAKAN} | "BORNEO" 5,050 { Capt. F. Semblil. | End of August_, |

Fitted with wireless Telegraphy New System of Telefunken. For further Particulars, apply to

> NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF JAPAN" SAT., 6th Aug. "ALLAN LINE" " MONTEAGLE " TUESDAY, 16th Aug. "EMPRESS OF CHINA" SAT., 27th Aug. | "EMPRESS OF BRITAIN" FBI., 23rd Sept. "EMPRESS OF INDIA" SAT., 17th Sept. "EMPRESS OF JAPAN" SAT., 8th Oct. "MONTEAGLE" TUESDAY. 8th Nov.

From St. John. N.B. From Quebec. FRIDAY, 2nd Sept "ALLAN LINE" FRIDAY, 14th Oct. "EMPRESS OF IRELAND"FRI., 4th Nov.

Steamships leave HONGKONG at 6 P.M. " Empress" " Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped

with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while

erossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Podder Street and Prays, opposite Blake Pier

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA BUEZ CANAL FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAL

SHANGHAI, KOBE YOKOHAMA MARSEILLES, VIA PORTS SHANGHAI, KOBE & YOKOHAMA MARSEILLES VIA PORTS

STRAMERS "AUSTRALIEN" Capt. Mouton " ERNEST SIMONS' Capt. Girard "SALAZIE" "POLYNESIEN"

On 1st Aug., P.M. On 2nd Aug., 1 P.M. On 15th Aug., P.M. On 16th Aug., Capt. Brune 1 P.M.

TOBAIL

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia: at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London: Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 21st July, 1910.

P. THOMAS, AGENT, Queen's Building.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND

THE Steamship

"GLENTURRET" Will be despatched for the above Ports TO-DAY, the 1st Aug., at 9 A.M. For Freight or Passage, apply to SHEWAN, TOMES & Co.,

Hongkong, 1st August, 1910. THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINUETAL AMERICAN AND SOUTH AFRICAN PORTS.

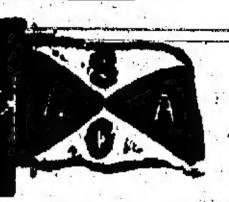
FIHE Steamship

"ABSAYÉ," Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 6bla August, 1910, at Noon, taking passengers and Cargo for the above ports in connections with the Company's s.s. "Mongolia," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," duein London on the 18th September, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents

and value of all packages are required. For further particulars, apply to E. A. HEWETT Superintendent.

Hongkong, 25th July, 1910. HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co.

FOR BOSTON & NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.) On or about 6th For freight and further information

apply to-SHEWAN, TOMES & Co., General Agents. Hongkong, 13th July, 1910.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS,

to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

THE Company's Steamship

"SILESIA," Captain Radonisich, will be despatched as above on SATURDAY, the 27th inst., P.M. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor. For information as to Passage and Freight

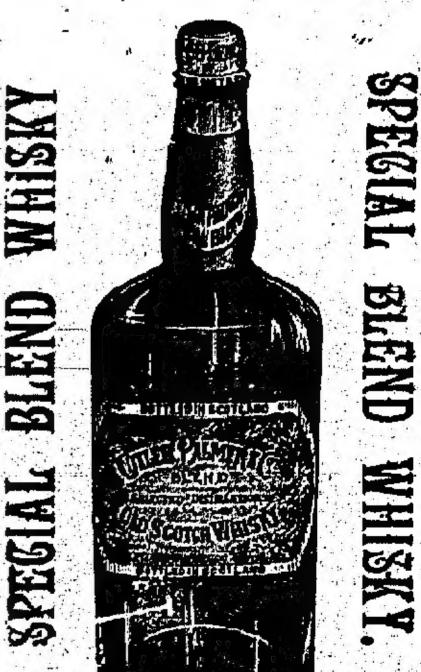
SANDER, WIELER & Co.,

Princes Buildings. Hongkong, 1st August, 1910.

FOR NEW YORK. (With Liberty to Call at the Malaboar Coast). THE Steamship

"ALBENGA," Captain Lorenzen, will be despatched to the above Port, on or about the 17th August. For Freight apply to CARLOWITZ & Co.,

Hongkong, 26th July, 1910. Gutler. Palmer & 60.'s



A MSIHM

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SHIPPERS Cutler, Palmer & Co., London. AGENTS

HONGKONG,

| A 141 | | | * | | 4/ |
|--------|----------|-------------------|-------------|-----------|----------------------|
| | FOR | ** | STEAMERS | TO BAIL | ERMARKS |
| SHANG | ELAI LAE | DEVAN | HAH. Powell | | Freight and Passage. |
| | | | | Noon, 6th | |
| LONDO: | ond ANT | WERP PEN- POON | Α | | th Freight only: |

SAID and MARSEILLES SHANGHAI, MOJI, KOBE | PERA | About 11th Freight only.

Capt. A. F. Vine, R.N.R.

For further Particulars, apply to

E. A. HEWETT, Superintendent

Hongkong, 1st August, 1910.

ANG COLOMBO, PORT

CHINA NAVIGATION

| | SUBJECT TO ALTERA | | |
|----------------------|-------------------|-------------------------|--|
| FOR | STEAMERS TEAN" | TO BAIL. | |
| MANILA | "TEAN" | On 2nd Aug., 3 P.M. | |
| TIENTSIN | "KUEICHOW" | Ou 3rd Aug., 4 P.M. | |
| BHANGHAI | "CHENAN" | On 4th Aug., 4 P.H. | |
| ILOILO & CERRII | "SUNGKIANG" | On 6th Ang., 4 P.M. | |
| CHEFOO & NEWCHWANG | "NANCHANG" | On Bth Aug., 4 r.m. | |
| MANILA. ZAMBOANGA. T | HURS- | | |
| DAY ISLAND, COOK | TOWN, ("TAIYUAN" | On That Ann 30 W | |
| CAIRNS, TOWNSVILLE. | BRIS- | . On other Rug., o r.m. | |
| BANE SYDNEY & MELEC | HENE I | 4 | |

DIRECT SAILINGS TO WEST RIVER. Twice Weekly. S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGPAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHEVAN," "OHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electr's Fans in the State-rooms and Diving Salcon, leaving Hongkory for Shanghal direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtaze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night,

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

BUTTERFIELD & SWIRE. For Freight or Passage apply to-AGENTS. Hengkong, 1st August, 1910

INDO-CHINA S. NAV. CO., LD.

| PROJECTED SAILINGS FROM HO | NGKONG (SUBJEC | T TO ALTERATION.) |
|--|----------------|---------------------------|
| FOR | STRAMERS | TO SAIL. |
| 4 SHANGHAI | "KWONGSANG" | Tuesday, 2nd Aug., Noon. |
| SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Thurtday,4th Aug., Noon. |
| * TIENTSIN | "CHIPSHING" | Friday, 5th Aug., Noon. |
| • MANILA | "LOONGSANG" | Friday, 5th Aug., 4 P.M. |
| MANILA | "YUENSANG" | Friday, 12th Aug., 4 P.M. |
| +SHANGHAI, KOBE & MOJI | "FOOKSANG" | Friday, 19th Aug., Noon. |
| RETURN TO | URS TO JA | PAN. |

OCCUPYING 24 DAYS The Steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. · Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light. † Taking Cargo on through Bills of Lading to Yangtese Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 1st August, 1910. GENERAL MANAGER

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK. SWEDISH EAST ASIATICC., LD

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. DESTINATION STEAMERS DATE OF SAILING. COPENPAGEN "SIAM" On 1st August.

SHANGHAI, YOKOHAMA and KOBE "YEDEO" On 7th August. COPENHAGEN and ST. PETERSBURG "INDIEN" End of August. For Further Particulars apply to MELCHERS & CO.,

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

SWATOW. FOOCHOW AMOY

> AND RETURN. Occupying 9 to 10 Days).

ETEAMSH IPS CAPTAIN LHAVING. "HAIYANG' Capt. A. E. Hodgins TUESDAY, 2nd Aug., at 10 A.M. Capt. W. C. Passmore ... 5th Ang., at 10 A.M. "HAICHING" FRIDAY, HAITAN " ... Capt. J. W. Evans TUELDAY, 9th Aug., at 10 A.M.

(Occupying 3 Days).

Capt. A. H. Stewart WED'DAY, 3rd Aug., at 10 A.M. Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

> DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

AGENTS.

Hongkong, 30th July, 1910.

For Freight and Passage apply to-

Hongkong, 30th July, 1910.



STEAMSHIP COMPANY, LIMITED.

| E 90 335 | , | | 4. | 10.00 | 4 4 4 |
|-----------------------------------|-------------|------------------------|------|-------------------|---|
| STEAMSHIP | l Tons. | CAPTAIN | POB | | SAILING DATE, |
| ZAFIRO | 1 2540 | A. Fraser B. Rodger | W11- | 01 | n 6th Aug., Noon. n 13th Aug., Noon. |
| For Freight or Hongkong, 1st A | Passage app | ply to | SE | IEWAN, General | TOMES & Co., Managèra. [12] |

AMERICAN

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, MIC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

17,200 tons gross ...

88. HONGKONG MARU N. YAMADA, Acting Manager, For particulars apply to TOYO KISEN KAISHA. King's Building.

Hagkong, 6th July, 1910.

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE. Regular Ballings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean. Levantine, Black Sea and Baltic Ports,

and all North and South American Ports Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

CATITUDE EDOM HONGROM

| NEXT BAILINGS | FROM HONGRONG: |
|--------------------------------|---|
| | HOMEWARD. |
| | FOR ANTWERP & HAMBURG: |
| | S.S. BRISGAVIA 5th Aug. |
| OUTWARD. | FOR ROTTERDAM, HAMBURG & ANTWERP |
| | S.S. SEGOVIA 9th Aug. |
| R SHANGHAI, KOBE & YOKOHAMA: | S.S. SCANDIA 13th Aug. |
| S.S. SPEZIA 12th Aug. | FOR HAVRE & HAMBURG: S.S. SLAVONIA 20th Aug. |
| S.S. ALESIA 26th Aug. | FOR MARSEILLES & HAMBURG: |
| | S.S. SAXONIA 31st Aug. |
| S.S. AMBRIA 8th Sept. | FOR HAVEE & HAMBURG: |
| | S.S. SPEZIA 10th Sept, |
| Further Particulars, apply to- | |

Hongkong, 30th July, 1910.

HAMBURG-AMERIKA Hongkong Office.

NIPPONYUSENKAISHA

STEAMBES.



SAID ...

PROJECTED SAGINGS PROM HONGKONG-SUBJECT TO ALTERATION.

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS. MARSEILLES, LONDON and ANTWERP, via SINGA-PORE, PENANG, COLOMBO and PORT

WED'DAY, 3rd KAGA MARU Aug., at Daylight Capt. M. Hagino, ATSUTA MARU WED'DAY, 17th Aug., at Daylight Capt. Wm. Thomsen, 9,000 HITACHI MARU WED'DAY, -31st Capt. N. Mathiesen, Aug., at Daylight

SAULING DATES.

18_TURDAY, 13th

TUESDAY, 16th

TUESDAY, 13th

FRIDAY, 2nd Sept.,

Aug., at Noon.

at Noon.

August.

) FRIDAY, 5th

Aug, at 4 P.M.

Aug., at Noon.

Aug., from Kone.

KAMAKURA MARU VICTORIA B.C. & SEATTLE Capt. J. Nagao,

VICTORIA, B.C. and (§ TAMBA MARU SEATTLE, via KEELUNG, Capt. K. Sato, -7.000 SHANGHAI, MOJI, KOBE, AWA MARU YOKKAICHI, SHIMIZU and Токонама Capt. S. Ishikawa, 7,000 Sept., at 4 P.M.

SYDNEY and MELBOURNE, NIKKO MARU via MANILA, THURSDAY Capt. M. Yagi, ISLAND, TOWNSVILLE and BRISBANE

KUMANO MARU Capt. M. Winckler. 6,000 KUMANO MARU NAGASAKI, KOBE YOKOHAMA ...

WED'DAY, 3rd Capt. M. Winckler. SHANGHAI, MOJI and COLOMBO MARU WED'DAY, 3rd Capt. E. Combes, 5,000

MIYAZAKI MARU KUBE and YOKOHAMA THURSDAY, 4th Capt. T. Murai, 9,000 Aug., at Noon.

BOMBAY via SINGAPORE (BOMBAY MARU TUESDAY, 9th and COLOMBO · Capt. Teranaka,

CHEAPEST SUMMER BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (18T & 2ND CLASS) AVAILABLE FOR 3 MONTHS. Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

\$100 \$90 \$110 **\$120** 70 \$50 \$80 60

With Optica of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. I Cargo only. * Carries Deck Passengers. † Through Passenger Tickets issued to the Principal Cities in the United States. Canada and Europe, in connection with the GREAT NORTHEEN and NORTHEEN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

KUSUMOTO, MANAGER, [13-125

JAVA-CHINA-JAPAN

REGULAR THREE-WEEKLY SERVICE BETWEEN

| 2. 7 | JAVA, | CHINA AN | ID JAPAN. | |
|------------|--------|------------------------|----------------|-------------------------------|
| STEAMBR | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
| TJIKINI | JAVA ' | Second half of July | SHANGHAI | First half of |
| TJIBODAS | JAVA | - First half of Aug. | SHANGHAI | Aug. First half of |
| TJIMAHI | JAPAN | First half of | JAVA | Aug. First half of Aug. |
| TJILATJAP. | JAVA | Second half of | JAPAN | Second half of |
| TJIPANAS | JAPAN | Second half of Aug. | JAVA | Aug. Second half of |
| TJILIWONG | JAVA | First half of Sept. | SHANGHAI | Aug. First half of Aug. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Porta on through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN York Buildings, 1st Floor.

Telephone No. 375. Hongkong, 1st August, 1910.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).



THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking carge on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

| POR | STEAMERS | Tons (Gross reg.) | LEAVES. |
|---|---------------------------------|----------------------|---------------------------------|
| TACOMA VIA KEELUN MOJI, KOBE and YOK | G. Capt. I. Goto. | 6,182 | WED'DAY, 10th Aug., at Noon |
| HAMA | "TACOMA MARU" Capt. H. Yamamoto | 6,178 | WED'DAY, 7th Sept., at Noon. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

| FOR | STRAMERS | LEAVES. |
|---|---------------------------------|-------------------------------|
| ANPING VIA SWATOW | "JOSHIN MARU" Capt. Y. YAMAMOTO | WED'DAY, 3rd Aug, |
| SHANGHAI VIA SWATOW, AMOY & FOOCHOW- | "BUJUN MARU" Capt. Y. Fuseno | THURSDAY, 4th Aug. at 10 A.M. |

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of August and September, 1910. CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN

KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION. HONGKONG-NANKING, RETURN. 18r CLASS 2ND CLASS. 3RD CLASS.

\$55.00 \$27.00. \$73.00 1st and 2 d Class Passengers have the option of travelling by Rail between Shanghai and Nanking. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabina AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings. T. ARIMA,

THOS. COOK & TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANSSIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONEYS exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-TION OF 1910. Head Office for the Far East :---Japan Office.

16, DES VŒUX ROAD. HONGKONG YOKOHAMA. O. B. ICE

Made from distilled water only. Absolute purity assured. RATES to inspection at all times.

ORIENTAL BREWERY,

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

VESSELS ON THE BERTH SHIRE" LINE OF STEAMERS, LTD

FOR LONDON, ROTTERDAM AND ANTWERP. THE Steamship

Hongkong, 25th July, 1910.

"CARDIGANSHIRE," Captain W. O. Tyers, will be despatched as above on or about 13th August. For Freight or Passage, apply to JARDINE, MATHESON & Co, Ltd.,

THE TIENTSIN LIGHTER CO., LD. LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

MANAGER

32. WATER STREET.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of Steamers and Lighterage between Taku Bar and Tientsin. DOCK AND ENGINEERING YARD,

Toncku. Estimates for all Classes of ENGINEERING and Founday Work, also for Docking and Painting Vessels, given on application to— BUTTERFIELD & SWIRE,

Managers, Tientsin. Hongkong, 27th July, 1910.

MUSICAL INSTRUMENTS STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS. ALUMINIUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS. GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GEBMANY. For Particulars, Catalogues and Samples apply to the Sole Representative for China!

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

| magn | AT | MATO DA | N. | TIME | AL: |
|------|----|---------|------|------|--------|
| LOSI | UĽ | FICE | T4.4 | TIL | الثلاث |

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Devanta, with the English mail of the 8th July, left Singapore on Friday, the 29th inst., at 4.30 pm., and may be expected here on Wednesday, the 3rd proximo, at daylight. This packet brings the parcel mails closed in London for despatch by the all sea route on the 29th June, and for despatch overland on the 5th July.

| POR | PRR - | DATE. |
|--|------------------|--------------------------|
| | | -: AUGUST :- |
| | Sui Tai | Monday, 1st, 9.00 - M |
| Macao | Tjikini | Monday, 1st, 9.00 A M |
| Shanghai | Locate | Monday, 1st, 9.00 A M |
| Swatow Singapore and Bangkok | Loosok | Manday 1st 900 AM |
| Shanghai | Kwangtah | McMany, |
| | . Hanor | Tuesday, 2nd, 9.00 A M |
| Pakhoi and Haiphong | . Haiyang | Troodey 2nd 9.00 A M |
| Swatow, Amoy and Foochow | Kwongeang . | Tuesday, 2nd, 10.00 A M |
| Shanghhi | . It wongening . | Tuesday, 2nd, |
| | | Printed Matter and Bam- |
| | | ples 10.00 A M |
| EUROPE, &c., INDIA VIA TUTICORIN | 31 | Registration 10.00 A M |
| (Late Letters 11.00 A.M. to NOON. Extr | n l | (Registration, with late |
| (Late Letters 11.00 A.M. to 1400 | 1 | fee of 10 cents, up to |
| Postage 10 cents) | Ernest Simone | |
| Letters posted in all the Pillar Boxes i | | 10.45 A M.) |
| time for the first clearance will b | | Registration, Kowleon |
| included in this contract mail. | | R.O 10:00 × M |
| | | No late fee. |
| | · 1 | Letters11.00 A M |
| | . Sui Tai | Tuesday, 2nd, 1.15 P M |
| Macao | Tean | Tuesday, 2.d, 2.00 P m |
| NO ATITUE LANGE MAIN CONTRACTOR OF THE PARTY | Glenfarg | Tuesday. 2nd, 4.00 P M |
| Betavia, Samarang and Souratava | Kaga Maru | Tuesday, 2nd, 5.00 P M |
| Singapore, Penang and Colombo | . r howtai | Tuesday. 2nd. 5.00 P M |
| TT - IL Win on hora and Dilligava | Branata | Wednesday, 3rd, 8.00 A M |
| Quang Chow Won and Haiphong | | |
| | | 77 4 NT CIA |

Gas driven Fans where Electric current is not available, or Battery and Electric

Accumulator Fans for the Outports. Anything to keep cool but the

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And those who always smoked now smoke the more."

Mild, Medium and Full Strengths.

SOLD EVERYWHERE.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

| | | July 30th | ١. |
|-------|--|--------------|------|
| On 1 | LONDON : | 6 - 5 | -7 |
| | Telegraphic Transfer | 1/91 | |
| 1 | Bank Bills, on demand | 1/9-7- | 4 |
| | Bank Bills, at 30 days' sig | ht 1/98 | |
| | Bank Bills, at 4 months' si | oht. 1/9-7- | |
| | Predite, at 4 months' sight | 1/95 | . 4 |
| ,] | Documentary Bills 4 month | s' sight1.93 | |
| ON I | PARIS: | 814 | 1. |
| | Bank Bills, on demand | 224 | |
| 4 | Credits, at 4 months' sight | 227) | . 11 |
| ON- | Germany | | |
| | On demand | 1814 | |
| On 1 | NEW YORK: | | |
| | Bank Bills, on demand | 431 | . 4 |
| 4.2 | Credita, at 60 days' night | 44Å | 4 |
| On ! | BOMBAY: | 1000 000 | |
| | Telegraphic Transfer | 1323 | |
| 4 3 | Bank, on demand | 133 | |
| On | CALCUTTA:- | | |
| 1. | Telegraphic Transfer | 1323 | |
| | Bank, on demond | 133 | |
| On | Bhanghai : | | |
| | Bank, at sight | 743 | |
| | Private, 30 days' sight | 753 | |
| UN | XOKOHAMA :On demand | | |
| ON : | MANILA : On demand- | Pesos-87 | |
| ON | SINGAPORE : On demand | 75\$ | |
| On . | BATAVIA :-On demand | 1063 | 1. |
| UR : | HAIPHONG : On demand | 21 % | om. |
| UN | DAIGON : Un damand | 2 1 | pm. |
| UN | DANGKOK :Un demand | 871 | |
| BOY | ERMIGNS, Bank's Buving | Rate \$11 29 | 5 |
| COL | D LEAF, 100 fine, per tael | |) (|
| BAR | SILVER, per os | 248 | |
| 14.11 | . | - | |
| 0.00 | the state of the s | |) |
| | EUBSIDIARY CO | | |
| CLI | do do | per cent | + |
| | nese20 cente pieces | | ount |
| | 1050 ,10 | \$7.45 | |
| HOI | | \$6.50 | 1 8 |
| HOL | gkong 10 | \$7.00 | • |
| | | | |

SHARE LIST .- QUOTATIONS.

IXTURE

| 11.00 А м | Clauser | NO. OF | 4 4 | | CLOSING QUOTA | 1 |
|------------------------------|---|--|--------------------------|--|------------------------------------|---------|
| d, 200 P M | Stoces. | SHARES. | VALUE. | PAID UP | TIONS CASH. | |
| ad, 5.00 P M ad. 5.00 P M | BANKS.— | | 44.05 | 7 3 um | \$950, buyers | + |
| м д 00.8 | Hongkong & Shanghai Bank Corporation | 120,000 | \$125 £7 | oll C6 | £89 10 | 1 |
| | Rational Bank of China, Limited Bell's Asbeston Eastern Agency, Limited | 99,925 | 12/6 | £6 12/6 | | |
| 10 1 | China Borneo Company, Limited | 60,000 | 812 | \$12 | - 0 | |
| | China Light and Power Company, Limited. | 50,000 | \$10 | \$10 | \$1.40, sellers | 1 |
| ١ | China Provident, Loan & Mortgage Co., Ld | 50,000 200,000 | \$1 \$10 | \$10 | 884, sellers | Н |
| e | COTTON MILLS.— Ewo Cotton Spin's. & Weaving Co., Ld. | 20,000 | Tls. 50 | Tls. 50 | Th. 120. | ١. |
| ,6 | Hongkong Cotton Spinning Co., Ld International Cotton Manufing Co., Ld. | 125,000 10,000 | *10 Tla. 75 | \$10 Tla. 75 | \$4½, buyers Tla. 57½. | |
| | Laou-Kung-Mow C. Spin.& Weav.Co.,Ld | 8,000 | Ths. 100 | Tls. 100 | 118.70. | 1 |
| | Soy Chee Cotton Spinning Co., Limited | 2,000 40,000 | Tls. 500 | Tis. 500 | Tls. 240. | i de |
| 7 | Dairy Farm Company, Limited Docks and Wharves. | 100 | \$7½ | \$6 | \$19, buyers | İ |
| st, | H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld. | 60,000 50,000 | \$50 \$50 | ali | \$521, buyers | * |
| | New Ampy Dock Co., Limited Shanghal Dock and Engineering Co., Ld | 10,000 55,700 | Tis. 100 | \$67 | 39, sellers | a d |
| d | Shangha and Hongkew Weart Co., Ld. | 36,000 | Tis. 100 | Tis. 100 | Ta. 118. | |
| be | kenwick & Co., Limited | 18,000 | \$25 | \$25 | 810, sellera | 1 |
| 0. | Green Island Cement Co., Limited | 400,000 | \$10 | \$10 | \$61, sellera | |
| ny | Hongkong and China Gas Co., Limited Hongkong Electric Co., Limited | 7,000 60,000 | £10 \$10 | all \$10 | \$205. \$19≴, buyers | |
| | Hongkong Hetel Company, Limited | 12,000 8,000 | 850 | \$50 \$25 | \$104, sellers | |
| es. | Honokong In Company, Limited | 5,000 | \$25 | all | \$135 buyers | 1 |
| of | Hongkong Rope Manufacturing Co., Likited ' | 60,000 | \$10 | mi | #21. | • 3 |
| p 4 | Canton Insurance Office Co., Limited China Fire Insurance Co., Limited | 10,000 20,000 | \$250 \$100 | \$50 \$20 | \$170 sellers \$1121, sellers | |
| 8- | China Tuders Insurance Co., Limited | 24,000 | \$83.33 | \$25 | \$872. | - |
| 1 | Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited | 8,000 10,000 | \$250 £15 | £5 | \$350, sellers Tas. 115, buyers | 1 |
| ed | Union Insurance Society, Limited Yangtsze Insurance Association, Limited | 12,400 12,000 | \$250 \$100 | \$100 \$60 | 2850, ≥200. | 1 |
| | LANDS AND BUILDINGS | | - HL ** | 8100 | \$102, sellers | 1 |
| | Hongkoig Land Invest. Agency Co., Ld. Hemphreys' Estate and Finance Co., Ld. | 50,000 150,000 | \$100 \$10 | all " | ₹8}, setters | -4 |
| | Kowloon Land and Huilding Co., Ld | 6,000 78,000 | ₹50 Tls. 50 | | #32, sellers Tis. 110. | |
| • • | West Point Building Co., Limited | 12,500 | \$50 | | 391, buyers | |
| | Mining.— Société Française des Caarb'ges du Tonkin | 16,000 | Fcs. 250 | all | \$700, buyers | - |
| | Raub Australian Gold MiningCo., Ld | 200,000 | £1 | £1 | \$74, buyers | 1 |
| | Peak Tramways Co., Limited | 25,000 50,000 | \$10 \$10 | | \$14, seliers \$13, sales | |
| | Philippine Co., Limited | 75,000 | \$10 | \$10 | \$10, buyers | 1 |
| 1 | China Stgar Refining Co., Limited | 20,000 | \$100 \$100 | all ali | \$167, sellers \$26, sellers | |
| | Luzon Sugar Refining Co., Limited Robinson Pieno Co., Limited | 7,000 4,000 | \$100 \$50 | ¥50 | \$50, sellers | 1 |
| | STEAMSHIP COMPANIES | | | 4 | 81 W. | 1 |
| | China and Manila Steamship Co., Ld Douglas Steamship Co., Limited | 30,000 20,000 | \$25 \$50 | \$25 all | 27, sellers 228, sellers | 1 |
| 1 | Hongkorg, Canton & Macao B.B. Co., Ld. | 60,000 pref. | \$15 | , \$15 | 432], sellers 65, sel. { L'don | |
| | Indo-Chine Steam Navigation Co., Ld. | 60.000 def. | 25 | | 65, sel. £6. | |
| 4 | Shell Transport & Trading Co., Limited. Star Ferry Company, Limited | 2,000,000 10,000 | £1 \$10 | £1 \$10 | \$24, sellers | |
| | South China Morning Post, Limited | 10,000 6,000 | \$10 \$25 | \$ 5 \$ 25 | \$13, sellers \$26, sal. & buy. | 1 |
| | Steam Launity Company, Limited | 20,000 | ¥5 | | \$5 ₁ . | |
| | STORES AND DISPENSABLES.— Campbell, Moore & Co., Limited | 1,200 | 810 | all | 810. | 1 |
| 3 | Wm. Powell, Limited | 15,000 10,000 | 87 810 | \$10 | \$2½, sellers \$3, sellers | |
| | A. S. Watson & Co., Limited | 90,000 | \$10 \$10 | \$10 \$10 | E | 1 |
| | United Asbestos Oriental Agency, Limited, | 3,000 9,900 ordy, | 310 | \$4 | \$111, sellers | |
| | Union Waterboat Co., Limited | 100 fders 50,000 | \$10 \$10 | \$10 \$10 | \$300. 47. | Ta. |
| 3,25 | RUBBERS. | | to a series of the | | 6/9 | |
| <i>j</i> | Anglo-Malays | | | | 27/6 \$17 (Bits.) | 1 |
| | Balgownies Batu Tigas | | | - | 111/3 | 1 |
| | Bukit Kajangs Castlefields, fully paid | | آران کوان مارسورسور | | 63/6 | 1 |
| | Chevioti Pastornational | _ | - | - | 30/- 25/6 div. prem. | 1 |
| A | Highlands and Lowlands | | | | 125/- | Įį |
| | Kamunings | | | | 8/- prem. | į |
| | Labus | | | Z, | 19/6 81/6 | E |
| | Linggia | | . . . | - | 55/6 | - |
| | London Amatics London Ventures | | | | 14/- 7/- | |
| | Merlemous | 10000 | 1 6 | 7 | 8/- ¥38 (Sta.) | l'a |
| . 71 | Pegoha Sapongi Shelfords | | | | 34/- | 1 5 |
| | Singapore and Johores | | |] = 1 | \$15 (Str.) | 100 |
| | Sumatry Paras | | FYELG W | Ė | 14.6 | 13 |
| | THE ATHER PROPERTY AND AND ADD ADD ADD ADD. | CONTRACTOR STATE OF THE PARTY O | The second second second | A STATE OF THE STA | | |

Tla 250 7% p. annum Par. VERNON & SMITTH, State Deckers.

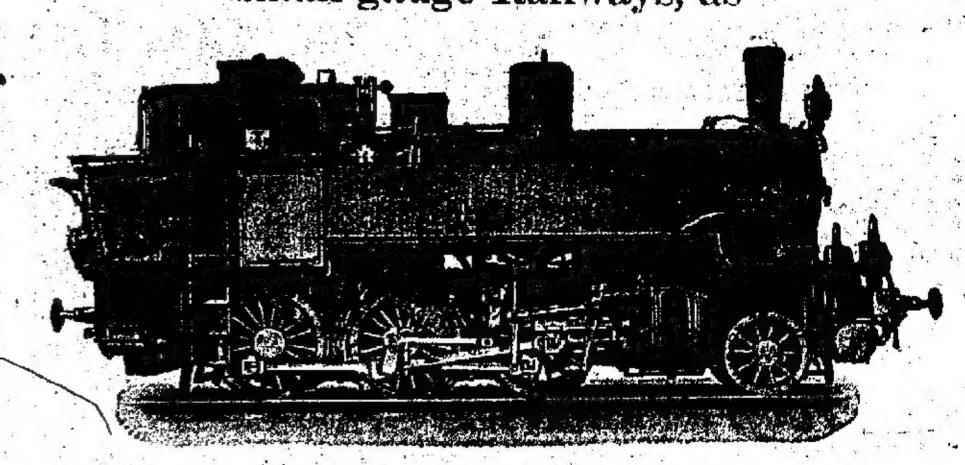
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| OPIUM. | HONGRONG METEOBOLOGICAL, REGISTER. |
|--|---|
| July 26th. | Bongbong Observatory, July 31st. |
| Malwa New | Previous Day On Date at On Date at On Date at On Date at No 4 p.m. |
| Malwa Older \$2,060/2,100 ,, | Barometer 29.64 29.77 29.67 |
| Malwa V. Old \$2,110/2,150 Pensian fine quality \$1,400/1,500 | Temperature 88 87 88 87 60 |
| Persian extra flue \$2,100 | Wind Dimention SW WSW SW |
| Patna New | |
| Pains Old Benarez New \$1,750 | Weather C C C |
| Penarte Old 81/720 | Highest open air Temperature on 3)th 90 |
| STEAMERS PASSED THE CANAL. | Lowest open air Temperature on 80th 79 |
| July 5th-Benlawers, Carnarvonshire, Mun- caster Castle, Sambia, Titun. 8th-Diomed Miyasaki Maru. 12th-Spessa, Vorwaerts. 15th-Hector, Indrawadi, Pera, Sessegumbia, Suruga, Teenkai. 17th-Bendoran, B. rneo, Glenavon, Grében, Hellas, Liberia, Socotra, 22nd-Atholl, Kitano Maru, Ville de la Ciotat, Vorck, Anhalt. 26th-Ching Wo, Laertes, | Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and barriers and material is conerally nil. |